February 19th—25th, 1987, No. 8 75¢

THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

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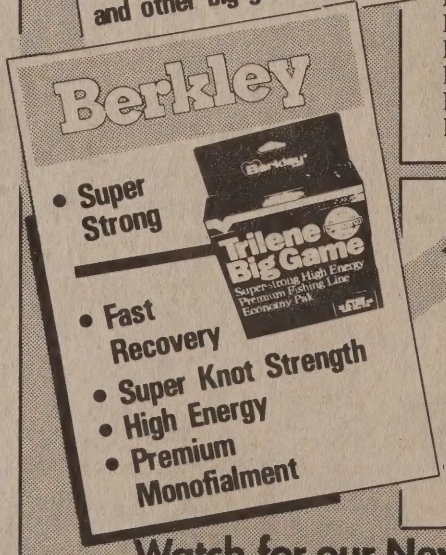

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THE Fisherman

LONG ISLAND, METROPOLITAN NEW YORK EDITION

Volume 22, Number 8 February 19th, 1987

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ABOUT THE COVER:

It won't be long before this becomes a familiar sight again on our local bays and harbors. While St. Patricks day is the traditional flounder opener, some anglers will be looking to put together the makings of a flounder dinner before the month is out. Dick Mermon Photo.

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Beginning Friday, February 27th, Flotilla 13-10 of the U.S. Coast Guard Auxiliary will be offering a free Safe Boating Course at the Sylvia Packard Middle School in the Plainedge School District. The course will be given for 9 consecutive Friday evenings from 8 to 10PM. Enrollment will be limited on a first come, first served basis to the first 30 students enrolled.

This very informative course is the most extensive offered by the Auxiliary. Interesting and practical topics, such as boat handling, rules of the road, aids to navigation, charts and compass, piloting, weather, radiotelephone and marine engines will be covered.

All registrants who successfully complete the course will receive an official certificate issued by the U.S. Coast Guard Auxiliary. The certificate is honored by most insurance companies for a discount on boat insurance.

For further information, please call Bea Cooper at (516) 221-3996 after 8PM.

SHINNECOCK MARLIN AND TUNA CLUB ANNOUNCES TOURNEY

The Shinnecock Marlin and Tuna Club recently announced the dates of their 26th Annual Billfish/Tuna Tournament held in Hampton Bays, New York. Running from July 11th through July 18th, anglers may choose any three days in which to do their fishing. Headquartered at Pell's Marina on Dune Road right at Shinnecock Inlet, this annual event draws about 250 anglers from all over Long Island.

In a move to conserve the species involved in this tournament, as well as all other Shinnecock Marlin and Tuna Club activities, the club's Board of Directors approved the following mininum weights on all fish weighed-in to be eligible for prizes:

Blue marlin—250 lbs.; white marlin—45 lbs.; swordfish—150 lbs.; albacore—30 lbs.; bigeye tuna—150 lbs.; bluefin tuna—115 lbs. and yellowfin tuna—45 lbs.

In addition to the beautiful trophies awarded for the 3 largest fish of each species taken in the tournament, the club also awards trophies for tagging and the release of fish during this event. Fishing tackle and boating equipment comprises more of the many awards given in this prestigious tournament.

Entries will be accepted right up to the time of the Captains Meeting at 8PM on July 10, 1987 at Pell's Marina. Since slip space is limited, available slips will be assigned on a first come, first served basis.

The Tournament Awards Dinner on Saturday, July 18th is held at the Tiana Shores Association Building in Hampton Bays located on the shore of scenic Tiana Bay. Attendance is optional for tournament participants, but considering the usual great food (lobster, chicken, scallops, clams, shrimp, crabs, etc.), the cost of $30 per person for the dinner always means a sell-out way in advance.

Entry fee is $125 per boat, no additional angler fees. Applications and additional information can be yours by contacting: Jim Stolze, SMTC, P.O. Box 9, Hampton Bays, NY 11946. All interested anglers are urged to sign up as soon as possible to avoid disappointment.

ROCKLAND BOAT SHOW SET FOR MARCH 19-22

Anyone seriously considering the purchase of a boat this spring in the tri-state area should not miss the opportunity of attending the 4th annual Rockland Tri-State Boat Show which will be held at Rockland Community College March 19-22, 1987 in the 90,000 sq. ft. Field House (in Suffern, NY).

The show will be the largest dealer show in the spring for the tri-state area, and will offer showgoers a great selection of powerboats, sailboats, inflatables, motors, accessories, insurance, rowing shells, electronics, fishing equipment and much more. A full assortment of cash and carry marine clothing and accessories will be on display in the Tri-State Marine Mart.

Boat dealers to be represented at the show thus far include Willow Cove Marina, Hudson River Boat Sales, Crestwood RV & Marine, South Shore Marina, Total Yacht Sales, Napoli Marine, Marineland and Minneford, MBM Marine Center, Willow Point Marine, DeFeo's Cove Marine, Ruston Marine Center, Moosehead Marine, Shelter Cove Marina, Boatland on the Hudson, Orange Boat Sales, Julius Peterson Inc., Rex Marine Center, Old Amundsen Inc., Long Pond Marina, East Arm Boat Company, North Shore Marina and Kawasaki/Suzuki of Ramsey.

Powerboats to be represented include Sea Ray, Four Winns, Regal, Gruman, Riviera, Correct Craft, Stratos, Cruisers, North Coast, Chaparral, Formula, Cobia, Bayliner, Master Craft, Starcraft, Hydrostream, Sea Sprite, Baretta, Sylvan, Grady White, Stingray, Sunrunner, Slickcraft, Chris Craft, Donzi, Glastron, Supra, Fazer, Pro-Line, Fisher, Cobalt, Aquasport and Funboats.

Sailboats to be represented include O'Day, Alcort, Holder, Merit, Alpha Sailboards, Catalina, Capri, Hobie Cat and MacGregor as well as booths featuring sailing schools and sailboat

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Hours will be Thurs. and Fri. 3pm-10pm, Sat. 10am-10pm and Sun. 11am-pm. Admission will be $5 for adults and $1 for children under 12.

For further information contact Karen Parish, Marine Promotions Inc., P.O. Box 4002, East Norwalk, CT 06855 or call (203) 853-3907.

MORICHES ANGLERS NEW SLATE FOR '87

The Moriches Anglers Club has elected new officers and directors for 1987. They are as follows:

President, Paul Markland; Vice President, Bob Schepis; Treasurer, Chet Wilcox; Secretary, Steve Antenoff; Corresponding Secretary, Dick Haug and Sergeant at Arms, Frank Daley. Directors: John Schaub, Gil Rinderman, Art Rumph, Nick Castoro and Butch Kirchner.

DUELING OVER SWORDFISH

The Regional Councils have long accused the National Marine Fisheries Service of second-guessing their management recommendations during the Washington plan review process, and with swordfish in 1987 NMFS plainly did just that. When the five Atlantic Councils resubmitted their joint swordfish plan in June setting fall closure dates to reduce the harvest of young fish and hasten rebuilding of the adult population, NMFS turned them down, never mind that the agency had earlier okayed the plan's closure procedure. And because a previously approved ban on nighttime longlining would only take effect during the closures, the NMFS decision means that fishing for the overfished broadbill is still unregulated.

At the root of the conflict between the Councils and NMFS is their disagreement on the severity of the condition of the swordfish stocks. The NMFS analysis paints a much rosier picture than what the Council (and other independent) scientists see. NMFS scientists even went so far as to send a letter to swordfishermen telling them the stocks were not overfished and, by implication, that management is unwarranted. (NMFS later admitted sending the letter was a mistake, and issued a weak retraction several months later.) The Councils, on the other hand, point out that fishermen continue to catch smaller and smaller fish, that they must go farther afield for longer periods of time and use longer lines with more hooks in order to maintain catches. U.S. fishermen, in other words, have responded to serious concerns about the state of the fishery by applying more effort and greater efficiency. This, the Councils assert, makes management critical, and they are prepared to recommend even stricter measures in 1987.

These difference aside, the more fundamental issue is that it is not the role of NMFS to substitute its judgment for that of the five Councils. Swordfish conservation was evidently rejected for reasons other than those justifiable under the Magnuson Act, i.e., compliance with National Standards and other applicable federal law. Suspecting this to be the case, the Councils made a formal request for a detailed explanation of the NMFS decision. Preliminary indications are that the NMFS decision was influenced by a pending lawsuit filed by the Japanese over the nighttime longlining ban, complaints about the ban from U.S. tuna longliners in the Gulf of Mexico and the reluctance of NMFS to defend swordfish conservation in the face of these challenges.

AMERICAN LITTORAL SOCIETY TO MEET

The Long Island Chapter of the American Littoral Society, a non-profit, membership organization devoted to the study and conservation of the coastal environment, will meet at 8PM on Monday, March 9th at Tackapausha Museum, Seaford, Long Island.

John Waldman of the Hudson River Foundation, will present a program titled "Striped Bass in the Hudson and on Long Island." The meeting is free and open to the public.

For information contact Don Riepe, the Society's New York Chapter director, at (718) 634-6467.

BOATING COURSES IN GLEN COVE

Three boating courses will be given by the U.S. Coast Guard Auxiliary Flotilla 12-2, Glen Cove, at the Glen Cove High School. A basic course, Boating Skills and Seamanship, consisting of nine sessions, for adult powerboaters, will begin on Monday, March 2 from 8-10PM. For adult sailboaters, an 11 session course, Sailing and Seamanship, will begin on Tuesday, March 3 from 8-10PM. Classes for each course will meet once a week except for holidays.

Tuition for the above courses is free, however, there is a nominal charge for registration, textbook and course materials.

Subjects covered in the courses include good seamanship, use of the compass, charts and navigational aids, proper communication at sea, government regulations, safety and others.

The third course is the N.Y. State sponsored Young Boaters Safety Course for boys and girls (ages 10 through 15). This is a four session course beginning on Monday, March 2. Successful completion of this course leads to a N.Y. State certificate

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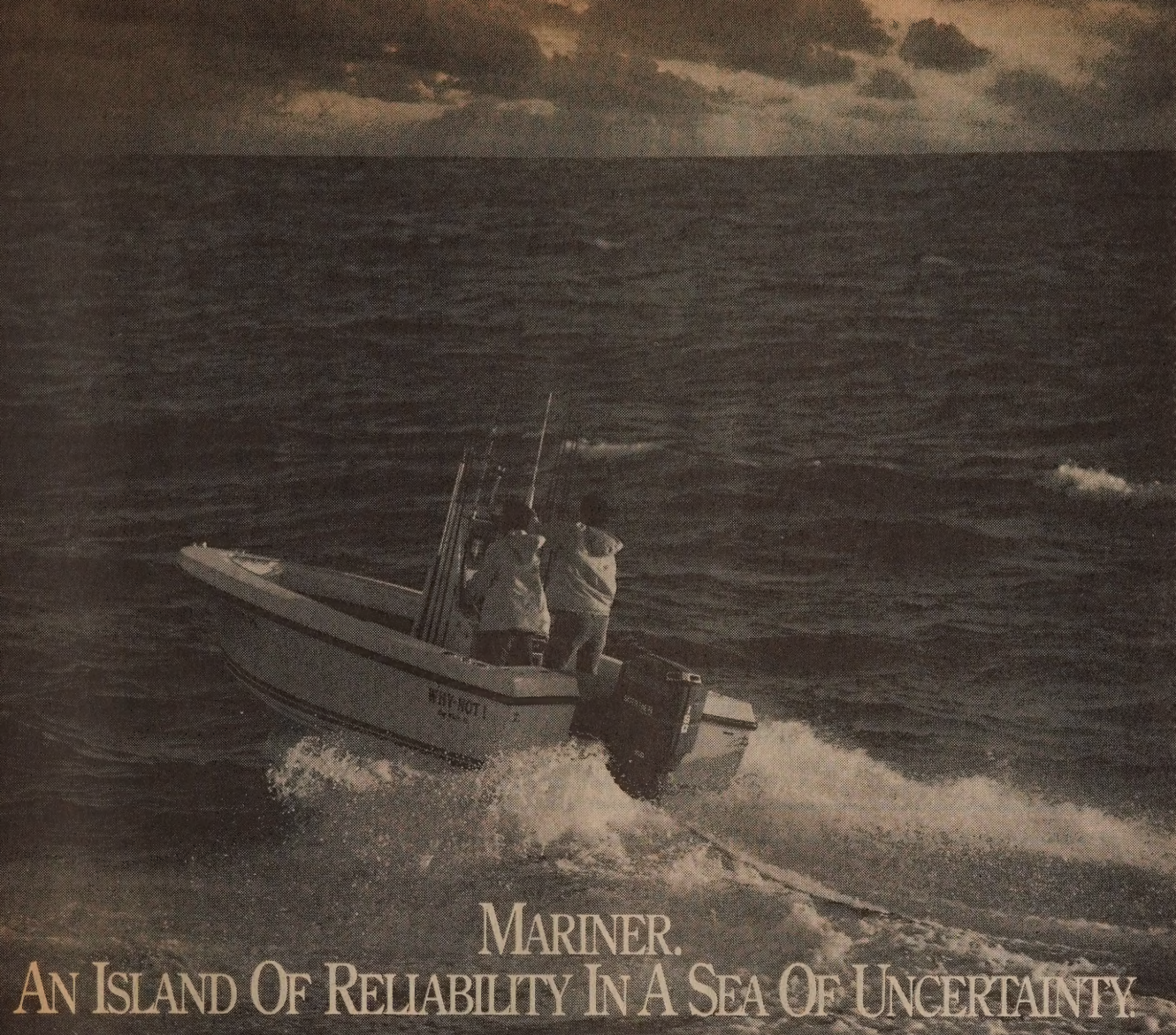

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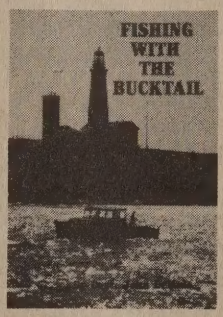

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For further information contact Charles Reisert, Public Education Officer at (516) 921-1888 or C.E. Leslie, Flotilla Commander at (516) 671-1156.

WORLD FISHING & OUTDOOR EXPOSITION IN SUFFERN, NEW YORK

The country's most popular sportsmen's show—the World Fishing and Outdoor Exposition—opens on Wednesday, February 25th at the Rockland Community College Field House in Suffern, New York. Running through Sunday, March 1st, this show has twice been rated the number one sports show in North America by the International Association of Travel Exhibitors and is an event eagerly anticipated by thousands of anglers and hunters.

Aisle after aisle in the huge Field House will be filled with thousands of displays, with all the major tackle manufacturers represented, plus hunting gear, guides, outfitters, lodges and travel exhibits, fishing boats aNd motors, taxidermists, custom rod makers, sportsmen's organizations, marine electronics and accessories, many major sporting equipment retailers, plus much, much more!

One of the features this exposition is justifiably famous for is the terrific line-up of world famous sports celebrities and local experts who are on hand each day to conduct seminars, clinics and demonstrations. Just a sample of this year's celebrities includes Jerry McKinnis, one of America's favorite fishermen and host of the television show "The Fishin' Hole"; Lefty Kreh, internationally recognized author, lecturer and casting instructor; World Champion Turkey Callers, Ben Rodgers Lee and Tim Brown; Babe Winkelman, well known television personality and host of the television program "Good Fishing"; and Peter Fiduccia, who holds 43rd place in the New York State Big Buck Club record book and nationally recognized author.

Expo '87 is open from 1:00 to 10PM Wednesday through Friday; from 9:30AM to 8PM Saturday; and from 10AM to 7PM Sunday. Adult admission is only $5 with children under 12 at $2. Don't forget: there's always plenty of free parking, too!

The World Fishing and Outdoor Exposition is easy to get to—just take Exit 14B (Airmont Road) off the New York Thruway (I-87). It's the first exit west of the Garden State Parkway and is about a 10 minute drive from the Tappan Zee Bridge.

The complete clinic schedule for Expo '87 is as follows:

February 25, Wednesday: 3:00: Rattling up Big Bucks, Peter Fiduccia; 4:00: Good Fishing Close to Home, Jim Capossela; 5:00: Fly casting demo, Lou Tabory at casting pool; 5:30: Shad fishng on the Hudson, Tom

Lake; 7:00: Fishing w/sonar, Craig Gaunya; 7:30: Fly casting demo, Jerry Siem at the casting pool; 8:30: Lake Ontario trout and salmon fishing, Capt. Bill Kelley.

February 26, Thursday: 3:00 Rattling up Big Bucks, Peter Fiduccia; 3:30: Fly casting demo, Jerry Siem at casting pool; 4:45: Fly fishing the west, Greg Lilly; 5:45 Shad fishing on the Hudson, Tom Lake; 7:00: Wild turkey hunting and calling, Ben Rodgers Lee; 7:30: Fly Casting demo, Lou Tabory at casting pool; 8:15: Fishing w/TV fishing star Jerry McKinnis.

February 26, Friday: 3:00: Fly casting demo, Jerry Siem at casting pool; 3:30: Rattling up Big Bucks, Peter Fiduccia; 4:30: 150 Fly fishing tips, Lefty Kreh; 5:45: Bass fishing w/VT star Babe Winkelman; 7:00: Using game calls, World Champion Tim Brown; 7:30: Fly casting demo, Lefty Kreh at casting pool; 8:30: Bass fishing w/TV star, Babe Winkelman.

February 28, Saturday: Lake Ontario trout and salmon fishing, Capt. Bill Kelley; 11:00: Striped bass fishing, Russ Wilson; 11:30: Fly castinjg demo, Lefty Kreh at casting pool; 12:15: Bass fishing w/TV fishing star Babe Winkelman; 2:00: Eastern Open Wild Turkey calling contest; 2:30: Fly casting demo, Lefty Kreh at the casting pool; 3:30: Pointer training seminar, Lance Casper; 4:30: Delaware River shad fishing, John Punola; 5:00: Fly casting demo, Lou Tabory at casting pool; 5:30: Tuna fishing, Fisherman Magazine Editor Pete Barrett.

March 1, Sunday: 11:00: Tuna fishing, Frank LoPreste; 11:30: Fly casting demo, Jerry Siem at the casting pool; 12:15: Fly fishing tips, Lou Tabory; 1:15: Bluefish and inshore fishing, Russ Wilson; 2:30: Modern freshwater trolling, Ken Shultz; 3:00: Fly casting demo, Lou Tabory at casting pool; 3:30: Making sense out of deer scents, Peter Fiduccia; 4:30: Lake Ontario trout and salmon fishing, Capt. Bill Kelley.

MCA CLARIFIES CHARTER POLICIES

There appears to be a misconception regarding who owns the catch after a charter in Montauk. The general practice is that the charter gets the fish in Montauk. The only exception is the giant tuna catches which are sold. Each captain has his own arrangement but most are either fifty/fifty or two-thirds to the boat and one-third to the customer. Before a giant tuna trip you should speak to your captain regarding sale of fish. There are one or two captains who take all the giant tuna, but they are in the extreme minority.

In fairness to the captains who specialize in giant tuna, are licensed and spend a large portion of their season fishing for them, relatively successfully, a share to the boat is not unreasonable and is customary. I hope this helps clear up the error regarding the fish caught in Montauk.

The mininum rates for the Montauk charter boats for the 1987 season are as follows:

Spring Special, April 1st until June 1st, flounder, cod, pollock, etc., $425.

Offshore, all species including tuna, $600.

Inshore: full day, $500; half-day, $300.

These rates include bait and chum. These rates are minimums and you should speak to your captain before each trip. The spring special is particularly attractive with the hope of an improved cod fishing season.

We also hope to have a successful striped bass season in both the spring and the fall with the one bass/no sale provision in effect.

SURFSIDE 3 TUNA CLUB ANNUAL SHARK TOURNEY

Surfside 3 Tuna Club is holding its Annual Shark Tournament for 1987. It will be held on July 11th, with a rain date of July 12th at the Lindenhurst Town Dock, Lindenhurst, NY. The hours will be from 5AM to 7PM.

Entry fee per boat is $175, 21 foot minimum. Cash and prizes totaling $15,000. Categories of species as follows:

Shark: tiger, 1st and 2nd; mako 1st and 2nd; blue 1st and 2nd and brown/dusty 1st and 2nd.

Billfish: largest.

Tuna: longfin, bluefin, yellow,

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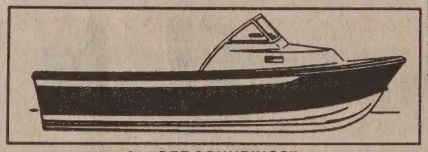

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Captain's meeting to be held Friday, July 10th at 7:30PM, Lindenhurst Town Dock.

For further information and applications, contact Paul Fauci at (516) 731-1865.

YOUNG BOATERS COURSE

Flotilla 1-1 of the U.S. Coast Guard Auxiliary is offering the New York State Young Boaters course for 10 to 16 year olds.

Registration and first class begins on Saturday, March 7th from 9:30AM to Noon. The classes will continue for the next 4 consecutive weeks at the Babylon High School, Carll Avenue, Babylon. Registration fee $5.

For more information, call (516) 669-2842 after 6PM.

BOATING/FISHING FUND WORKING FINE

The Wallop-Breaux Trust Fund, more commonly known to American outdoors people as the national boating/fishing enhancement fund, is alive and well and currently subject to all manner of budget cutting proposals. Through the end of fiscal year 1986, the Wallop-Breaux fund was expected to apportion $110 million to the states for sport fish restoration efforts (of which about $11 million was earmarked for boating access), plus another $45 million ($15 million for the U.S. Coast Guard and $30 million for the states) for boating safety assistance programs.

All of the funding for the programs comes from user fees paid by the people who go boating and fishing. Revenues come from motorboat fuel tax collections, excise taxes paid on fishing tackle, plus customs duties collected on imported pleasure boats and yachts and imported fishing tackle—fees passed on to imported boat and tackle purchasers. In 1986, Wallop-Breaux collections totaled $141,015,884 with about 47 percent of the dollars attributable to taxes on fishing equipment, 22 percent from import duties, 20 percent on motorboat fuel tax and less than 2 percent from taxes paid on trolling motors and fish finders.

That $140-odd million pales in comparison to government programs which spend billions elsewhere, but it is significant to the health of fishing and boating programs. To cite just a few boating access programs funded in 1986 in major boating states:

• California is spending $110,000 statewide for maintenance of 110 boating access facilities;

• New York earmarked $550,000 for access, facilities design, development and maintenance;

• Michigan has obligated $636,000 for the sorely needed East Jordan Municipal Mooring;

• Georgia will build 12 new boat ramsp statewide with $75,000.

In the area of sport fish restoration, each of the 50 states will spend at least $1 million on lake construction, fisheries management and research.

Alaska and California are each spending more than $5 million; Michigan and Minnesota are spending more than $4 million each; Wisconsin has obligated more than $3 million; 13 more states will spend more than $2 million apiece. While these funds may not translate instantly into more fish caught per trip to the local lake, the intent of the funding has this as a long term goal.

Proposals flying about Washington, DC with the intent to trim the burgeoning federal deficit also cut the Wallop-Breaux funding. In one, the Office of Management and Budget wants to delete the $27 million contribution from import duties, reasoning that customs duties don't belong in dedicated trust funds. In another, state boating safety assistance funding would be cut in half to $15 million so that the Coast Guard could gain the difference. Yet another plan would transfer $25 million from fish restoration to the Department of the Interior's resource management budget. And to top it off, there's even a call for Coast Guard user fees.

In what has become an annual exercise, it's once again time for the nation's boaters and anglers to convey their feelings on all these proposals when writing to Congress. The argument can be summed up in two points:

- Wallop-Breaux is working fine: it's not broken so don't try to fix it; and leave the funding alone, too;
- Recreational fishing and boating users are already paying their fair share in taxes and fees...make sure these fees revert to their intended purpose and don't go raising them to pay for some other non-aligned program or service.

LORAN TAPE EXPLAINS BASICS

A new tape from Bennett Marine Video explores and explains the intricacies of the Loran C system. Professional coastal navigators, fishermen, boaters on pleasure trips and interested amateurs alike will benefit from this layman's approach to the ABCs of this advanced electronic navigation system.

Entitled "Loran C—A NaviGator's Approach," the tape presents the information in simple, everyday terms. The topics covered include the definition of the Loran C, how the system works, how to use the Loran C receiver and explanations of other useful Loran C features. Also included are Loran C navigation plotting exercises and solutions. The viewer practices these with the enclosed chart and reusable interpolator card to make sure the basic concepts have been understood.

The tape can be repeated as often as necessary until a firm grasp of the material is achieved. After studying the video, anyone familiar with coastal navigation should have no difficulty usng a Loran C receiver to navigate safely. Increased knowledge will enhance the enjoyment in using the receiver.

The instructor on the tape is Captain Henry E. Marx, owner and manager of Landfall Navigation, a marine navigation and safety equipment specialist. He brings much practical knowledge to the tape from his experience as instructor and boater.

Suggested retail price of the Bennett Marine tape, Loran C: A Navigator's Approach, is $59.95 Running time is 104 minutes.

From Bennett Marine Video, 730 Washington St., Marina del Rey, CA 90292.

NORTH SHORE ANGLERS FISHING CLUB NEW OFFICERS

The North Shore Anglers recently installed their new officers for 1987. Re-elected were: Stefan Buthman, Vice president; Nick Marchesani, Secretary; George Dubato, Member of the Board. President Jerry Guldenpfennig and Treasurer Arnie Small are continuing their terms.

Also, the North Shore Anglers will be having an open meeting February 12th at the VFW Hall in Port Jefferson Station on Route 25A at 8PM. Prospective new members are welcome. Captain Vic Olsen, Membership Training Office of the Coast Guard Auxiliary, Division XIX, will speak about the rules of the road.

For any further information or questions, call Jerry Guldenpfennig at 928-4389.

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Boats For Anglers

AQUASPORT OSPREY 170

by Jim White

By now, many of you must know that I have an obession with small boats. It's not that I don't like the larger ones, because I do; I can think of dozens I'd like to own. I just feel that small boats are a lot more versatile. Used properly and wisely you can do almost anything the big boys do and save a lot of money in the process.

For years, before I owned my own boat and I was rod and reeling for striped bass with a friend, we used his 17 foot Aquasport day in and day out.

From Massachusetts' out islands to then unknown spots in Connecticut, we chased fish from May to November. The boat always responded and held up well in heavy going.

Recently, I had the opportunity to fish from a new 17 foot Osprey for blues around Cuttyhunk. The day brought back a lot of memories spent with my buddy fishing almost exactly the same way.

The Osprey 17, is a full 17 feet in length and has a 6' 10" beam which is quite wide for a boat this size. It leaves enough room for a fisherman to move on each side of the console without bumping into it or anything else. This is one thing on some boats that's a pain, where you always have to turn sideways to get by moving from front to back.

The hull sports a new two-tone hull and deck, the bottom being gray and the top an off-white. With accent striping, it makes for a nice looking machine.

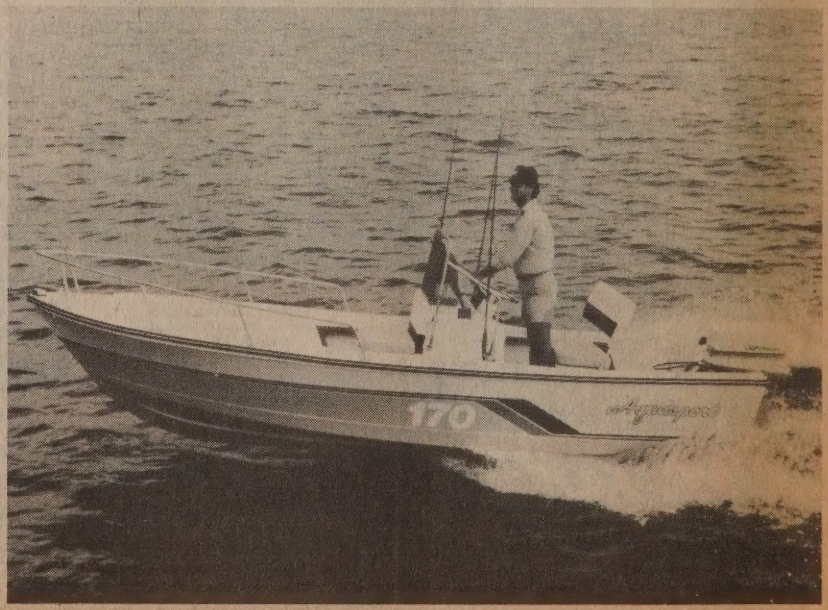
The control console is laid out with the fisherman in mind. You can have almost anything there is right at your fingertips and within each reach. The steering wheel is stainless steel and there's a built-in radio locker to keep that piece of equipment as dry and safe as possible.

You can have binnacle controls and cables or single cable steering. The boat I fished from had a binnacle mount, which not only looks better, but is easier to handle the engine, I feel, as you throttle up and down.

For instruments, there are two ways to go: one is with the standard option of ignition switch with keys, fuel gauge, tachometer and temperature gauge; or with a voltmeter, trim indicator, water pressure gauge and instrument panel. The only difference it would seem to me is your type of engine and what type instruments you personally want.

There's also a one piece welded stainless steel safety rail which surrounds the console and windshield to give the driver and mate something to hold on to during those rough rides.

The deck is laid out so you have enough room for just about anything



you could want to bring.

Up front there's an anchor locker for anchor and line with enough room for 200 feet of rope and a little room left over for odds and ends.

The helm seat is a combination bench seat with a built-in 86 qt. cooler. The seat is also cushioned and the cushioned backrest moves from front to back. This gives good back rest while running and more fishing room at rest.

Under the gun'ls, recessed rod racks provide storage for 4 rods. There's also two flush stainless rod holders installed atop the covering board. So before you add any of your own, you have a 6 rod capacity.

For fish, there's a 36 qt. insulated fish box forward and a baitwell with built-in drains, that holds 54 qts. Couple this with 3 storage boxes and you have all the room for storage you'll ever need.

There are two drink holders, a battery mount and box, battery switch, cockpit lighting for nighttime fishing action and, something many manufacturers forget, cockpit scuppers.

That's a lot of standard equipment for a 17 foot boat and all laid out for the fisherman. Someone really took their time in thinking the inside of this one out.

For optional equipment you can go as crazy as you like; in fact, you can rig her out like a much bigger boat if you so desire.

Factory and third party options include a SaltShaker, T-top with enclosed electronics box overhead to put more electronics, a leaning post with rocket launcher which can be exchanged for the standard bench seat and ice chest, twin pedestal seats.

You can also get a full canvas package which includes a sun top with boot, side curtains, aft drop curtain, spray hood with clear connector and console cover. And if you're into camping, you can add casting platform cushions which makes the front a sleeping area for two people with the full canvas.

For offshore fishing, Lee outriggers and bases, skiff type are available as are manual downriggers for trolling for those offshore blues and pollock.

Its modified V-hull takes a chop nicely and only has 12 degrees of deadrise, along with a 27 gallon fuel capacity, she'll run a long time with today's more fuel efficient engines.

Osprey 17. Check one out if you like small boats. It really is a big boat; it's just in a small package.

* * *

SPECIFICATIONS

Length	17'0"
Beam	610"
Hull Draft	7½"
Transom Height	20"
Dry Weight	1,150 pounds
Fuel Capacity	27 gallons
Maximum Horsepower	130

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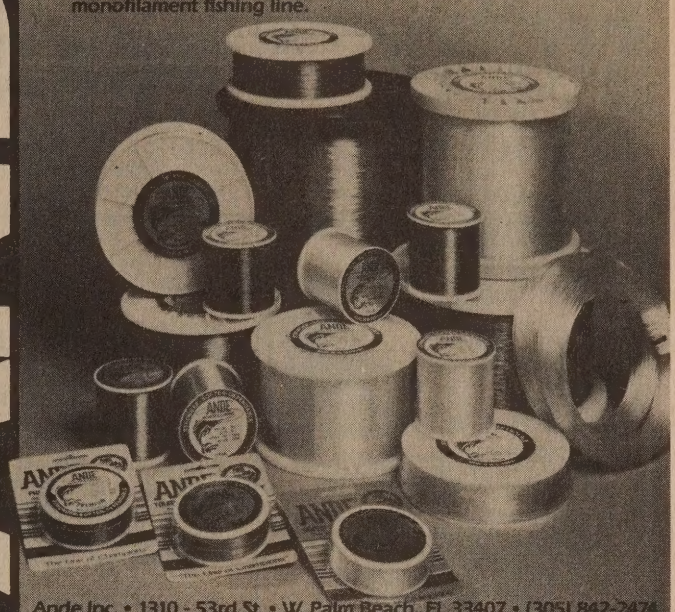

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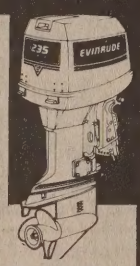

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Product Review

CYBERNET SYSTEM

by John Raguso

Let me state right up front that the Cybernet Communications System is not some new-fangled electronics device that does everything but change your oil and serve coffee; in fact, it's not even a concept that's marketed by Cybernet. The Cybernet "System" is merely using two of their attractively priced quality marine radios: one a VHF and the other a Marine CB with NOAA weather reception capabilities, as the ultimate in an affordable communications package that provides you with maximum utility for whatever type of fishing you pursue, in addition to an emergency back-up. At the heart of the system is the CTX-2050 VHF marine radio and the CTX 40+4 Citizens Band radio with weather monitor. Both units are compact and are engineered for high performance and reliability, even in the harshest marine environment.

The CTX-2050 is a fully synthesized VHF-FM marine radiotelephone with 50 receive and 44 transmit channels, including 5 U.S. and Canadian weather channels. It features a Channel 16 quick-select emergency push-button, plus a dual watch mode that monitors both the channel you select as well as Channel 16 (with a 16 priority). In D/W mode, any transmission on channel 16 automatically takes priority over any other channel. As an aside, how many times have you been out fishing, monitoring the hot info channel, when someone finally gets through to you and says, "...where have you been? We've been trying to reach you all day!" Well, this dual watch function switch should solve that problem for good.

Additional features found on the CTX-2050 are a full 25 watts of transmitting power, one watt harbor/low power setting for close range communications, waterproof forward-directing poly cone speaker, removable front mounted microphone, reversible front panel and unique snap-lock tray mount. The channel readout is a high visibility LCD display with mode alerts, which is easy to read by day, and night lighted with a variable dimmer control to facilitate effective night viewing.

Moving on to the other half of the Cybernet Communications System setup, the CTX 40+4 Citizens Band radio is equipped with all 40 channels, plus 4 VHF marine band weather channels (3 U.S. and 1 Canadian) for continous monitoring of weather information. This heavy duty CB is driven by a 4 watt transmitter and unlike automotive type CB units, it's fully marinized for top performance and long life in the marine environment. There's a built-in hailer, large red LED channel readout, detachable front mounted microphone, external speaker jack and adjustable mounting bracket. The front panel features a three function selector (loudhailer, CB and marine weather), rotary on/off volume control, variable squelch knob, marine weather channel selector, LED readout and a rotary CB channel selector. The unit's compact case is style matched to the entire line of Cybernet marine radios. Since

the CB's diminutive size precludes mounting the speaker on the front of the radio, the remote speaker jack might come in handy for some applications. However, the bottom-firing speaker with its 3.5 watt audio output seemed clear enough under most circumstances in my Grady White's radio box installation last season.

For those of you who feel that a CB radio is a waste of money, this frequency band allows you to communicate with shore-bound receivers without having to go through the Marine Operator. When the VHF-FM marine frequencies are busy with heavy traffic, you can use the CB for ship-to-shore or ship-to-ship communications. In addition, some sharpies like to chatter about fishing reports over the CB and this gives you another weapon in your arsenal to find out where the fish are biting before the rest of the world reads about it in the papers the next day.

Like all Cybernet marine radios, both the CTX-2050 and the CTX 40 + 4 are fully protected against the ravages of salt air with O-ring seals, and each carries a two year warranty on both parts and labor. A neat feature that I found useful on my last rig was that both the CB and the VHF used the same detachable microphone to key transmissions. Should an accident befall one of the radios, the mike from the surviving set could be employed to pinch hit for the other. Although this utility seems like something every manufacturer should build in, many still design their radios where the mike wire is an integral part of the unit's frame. I also like the rotary channel selector on both radios when compared to those that use keypad entry. The worst that could happen with one of the rotary knobs is that you might wear out some of the contact points, but still get to transmit on the remaining channels. I've used keyboard radios that cut off all channel entries when they self-destruct, leaving you stranded.

The best part of the Cybernet System is the price. You can purchase *both* of these radios from local dealers or mail order suppliers for the cost of what a single decent VHF set was going for only about five years ago. Figure that the bite for the CTX 40 + 4 CB will range between $125 to $150, and the CTX-2050 VHF will vary from $190 to $225.

Skipper Marine Electronics, one of the world's largest mail order electronics dealers, recently reviewed both units in their sophisticated test lab. The CTX-2050 VHF received a "very good" quality rating, where the CTX 40 + 4 CB graded out as "excellent" and a "best buy." So before you rig out your new dreamboat for the blue waters, or simply upgrade old reliable, consider going with this double play from Cybernet.

* * *

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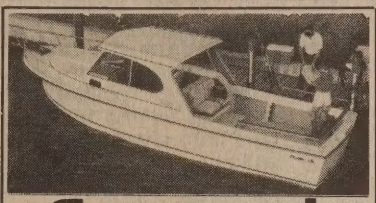

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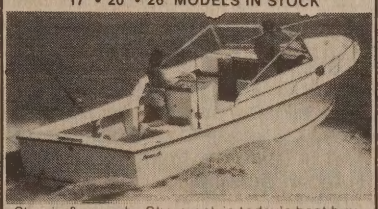

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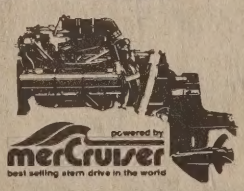

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The Tackle Doctor

by Russ Wilson

Dear Doc,

I've got a question that has been bothering me for a long time. Why do the experts always show themselves hefting a giant fish and then say the only place to find fish that big is some faraway exotic spot that most of us can't afford and are not likely to ever see? I like to fish as much as anyone, but either don't have the time to travel to some long range hotspot or don't have the funds necessary for such a trip. Give me a break

You know I'm only joking. What I really want to know is how to catch winter flounder from the rivers and bays that are close to home. I have two medium weight spinning outfits that I use when fishing for bass or pickerel and both are loaded with 10 pound test line. I can cast pretty good and have taken some big bass and pickerel from the inland lakes with these outfits in the past.

I also own a 10 foot johnboat that I carry on top of my car when fishing the smaller inland lakes and ponds. Can I use the johnboat for fishing coastal rivers and bays or will I need something bigger? And, will my present spinning outfits be suitable for catching winter flounder in the spring and fall and for fluke throughout the summer months?

Richard Clark.

Dear Richard,

Your tackle is more than adequate for most winter flounder fishing. It is a tad light for fluke, but will get the job done provided you use it correctly and don't try to muscle bigger fish.

I do not, under any circumstances, recommend using a johnboat for fishing the coastal rivers and bays. Even the smaller rivers kick up when winds are howling and many of the larger waters are always too rough for a flat bottom johnboat to be used in safety.

A V-type planing hull is probably your best bet. We used a 14 foot aluminum planing hull for all types of inshore work for many years and never felt unsafe. But, we did follow a common sense procedure and did not fish when the seas were rough or when inclement weather was forecast. You can buy new or used V-type hulls at reasonable prices. You will also need a motor to get you to and from the fishing grounds, and if the hull weighs more than 200 lbs. you'll probably have to pick up a new or used trailer to transport the boat.

Be cautioned, however, that once you get hooked on saltwater fishing you will want to expand your horizons. Then comes the big bucks for heavier tackle, more lures, rigs and other goodies. Probably, somewhere down the line, you'll get big eyes for a larger boat and that is when you'll have arrived.

* * *

Dear Doc,

What's the lowdown on the new "stand- up" type big game fishing rods? Are they really all they are cracked up to be or is the hype being directed to the fisherman in hopes of selling more tackle at higher prices? I am in the market for some big game tackle and am not at all sure I want to lay out big bucks for a rod that might not be suited to the kind of fishing I'll be doing.

I hope to troll for tuna and maybe white marlin, do a little sharking and also use the rods for chunking tuna when they are living close to shore. I am not about to run 50 or more miles offshore to catch fish, but I will most likely be fishing the 20 to 30 mile areas.

Have you used the short "stroker" type rods and what is your personal opinion as to their worth?

Gerry Palazzola.

Dear Gerry,

If you honestly think the stand-up rods are a businessman's hype to sell more tackle, I suggest you visit one of the upcoming sport shows and try one for yourself. It is no hype. The short rods do allow stand-up anglers to apply more pressure without causing undue fatigue to the angler.

We've had several different models and brands since the stand-up style came into vogue and all proved extremely versatile fighting tools. The Sabre "Stroker" was the first we tried and we are still using a couple of the 30 to 80 pound class 5½ footers for tuna and sharks.

The Sabre is a very, very good product, but so are many of the brand names. The choice is yours. But, if I were again shopping I'd check out each and every company's product before laying out a heap of hard earned cash. I have not had any complaint with the Sabre and have had opportunity to use several different models including some slightly longer and a few that are lighter for inshore situations. All of them have proven themselves under fire. Other excellent choices are Penn, Shimano, Daiwa, Pflueger and others. Custom rod builders are using Fenwick, Fisher

and Lamiglas blanks.

This year a lot of new companies are marketing stand-up rods in various weights. Some have flexibility and are rated for 30 to 50, 30 to 80, 50 to 130 and so on. Try several and then decide for yourself which actually falls into your price range. That's something only you can decide.

* * *

Dear Doc,

I go flounder fishing quite often around this time of year. I go with my friend and we leave about 6:30AM and fish until noon and catch nothing. We go fishing in a good spot, use the right rigs with yellow beads and blood worm for bait and still catch nothing. Other fishermen close by catch fish, but we never catch any. Maybe the parasite is killing the flounder where we fish in the creek, but don't bother flounder living in the bay. Could you give me some advice on this.

Dave Simmers.

Dear Dave,

If others fishing the same area are catching flounder that means the parasites are not the problem. Either you are not using your rigs and baits properly or you are not casting the baits to spots that harbor fish. It is as simple as that.

For openers, try watching others who are successful. They may be fishing deeper waters or may even be using an entirely different rig or bait. When someone else is catching and you aren't, there is a reason.

I feel the success of others is probably due to how they fish. Flounder are not aggressive. They live on or near bottom and do most of their feeding in that zone. If you want to catch on a consistent basis, you've got to put the baits at fish eye level and keep them there until a fish jumps on.

Maybe your sinkers are not heavy enough to keep the baits anchored on bottom. Try a slightly heavier sinker, say 2 or 3 ounces if you are presently using only one ounce or go to a lighter sinker if you have tried the heavy weights.

If that doens't improve your flounder score, try using larger pieces of worm. Often a flounder will suck up a 2 or 3 inch piece of sand or blood worm but will completely ignore a smaller piece of bait. You might also try putting the worm on the hook so it hangs off in a near natural fashion and will flutter in the current. Do not bunch the bait on the hook for that is the quickest route to failure.

Winter flounder have very small mouths and cannot inhale a large hook. Most flounder rigs are built around size 6 to 10 medium or long shank style hooks. If you have been using a hook larger than those, try switching to a smaller size.

Next time out, try following the procedure being used by the guys and gals who are catching and you'll probably bring home enough flounder to stick up the frying pan.

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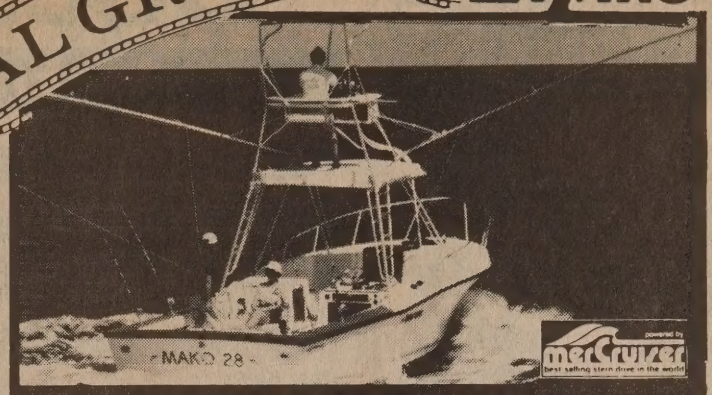

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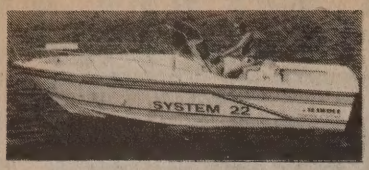

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Dock Lines

by Eric Burnley

Dear Eric,

The local Coast Guard Auxiliary is giving a Safe Boating Course and I wonder if it is really worth my time to go? I have been hanging around the water and running boats for most of my life and I don't know if these people can teach me anything I don't already know. *Keith Wamsley.*

Dear Keith,

No matter how much experience you have with any subject, there is always more to learn. Often these courses will teach you the importance of things you may have taken for granted. The rules of the road and boating safety are two such subjects that no one knows enough about.

Other positive aspects of a safe boating course are a reduction in your insurance rates and the chance to spend a winter evening with other people who enjoy boating and fishing. That alone is worth the modest tuition fee.

* * *

Dear Eric,

If I buy a Loran, will I still need a compass? The Loran will tell me where I am, where I am going, how long until I get there and the direction I am heading. Seems like a compass is unnecessary with all that information coming from the Loran.
William Godfrey.

Dear William,

Perhaps I am a bit old-fashioned, but I don't believe you would want to throw out the compass just because you installed a Loran. A properly adjusted compass is still the most important piece of navigational equipment on your boat.

A Loran C machine can do many things so long as it is functioning properly. If the Loran loses power or breaks down for any other reason you could have serious problems finding the inlet without a compass.

When the Loran gives you the compass heading to your destination, you will need a compass to steer by. True, the Loran will compute the cross track error and give you your current heading but there is a time delay in these computations, so without a compass you will wind up wandering all over the ocean as you try to correct your course.

I suggest you keep the compass. I am sure it will come in handy.

* * *

Dear Eric,

In order to fish in the ocean I must go through a very dangerous inlet. I have a 20 foot boat and I know other fishermen who have the same size craft and go through the inlet every weekend. In spite of this I am still scared to death. What do you suggest? *Sam Waterspoon.*

Dear Sam,

Inlets can be very dangerous and you have every reason to be concerned about going through one, but what you need to do is change fear into respect.

The biggest problem with navigating an inlet is the breaking seas that usually form on outgoing tides. To overcome this I suggest going in and

out of the inlet on the flood tide. I did this for years in a 14 foot aluminum boat and "lived" to tell about it.

Should you have to come in through breaking seas, there are certain things you must do. First, put everyone on the boat into a PFD. Then secure all coolers, chairs and any other gear that could shift around in a rough sea. Next, stay offshore and watch the waves break until you have some idea of their rhythm. Concentrate on how these waves break because you are going to ride one through the inlet.

Come straight into the inlet and keep your boat speed the same as the wave under your hull. Use the throttle to stay on top of the wave as it breaks, then increase your speed to keep ahead of the wave that is breaking behind you. Go in too slow and your boat will fill up when the wave behind you breaks over the stern. Go in too fast and you will bury the bow into the wave ahead of you causing the boat to broach or pitchpole.

Remember two things: once you start in, don't chop the throttle and don't look back.

* * *

Dear Eric,

I'd like to know what the term "slack water after high tide" means. Out in the bay on calm days I've seen the current come to a complete stop and within a couple of minutes, start going the other way. Are these few minutes the "slack tide" or does it have something to do with the tide being at its highest well before the current turns to go out? *Al Berotti.*

Dear Al,

The term slack water usually refers to the few minutes between current change when the water seems to stand completely still. At that time, boats won't drift unless there is a wind and generally speaking, fish don't feed.

You are right about the tide reaching its highest or lowest point well before this slack water occurs. The tides we experience are actually waves of water created by the pull of the moon, sun and other celestial bodies against the surface of the sea. Currents are created as these waves move through inlets, rivers or other geological structures.

The tremendous amount of energy created by the tidal wave does not stop the instant the waves passes a given point. This energy is slowly dissipated by the falling or rising tide and slack water may be two hours or more after the tidal change. While the change in direction may be gradual, the current usually begins to move at full force directly after slack water.

The National Oceanic and Atmospheric Administration (NOAA) publishes a book each year that predicts the current changes for the East Coast. It is titled, ***Tidal Current Tables*** *and should be available from your local marina or from NOAA in Rockville, Maryland.*

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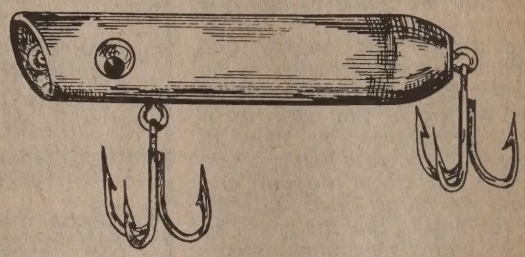

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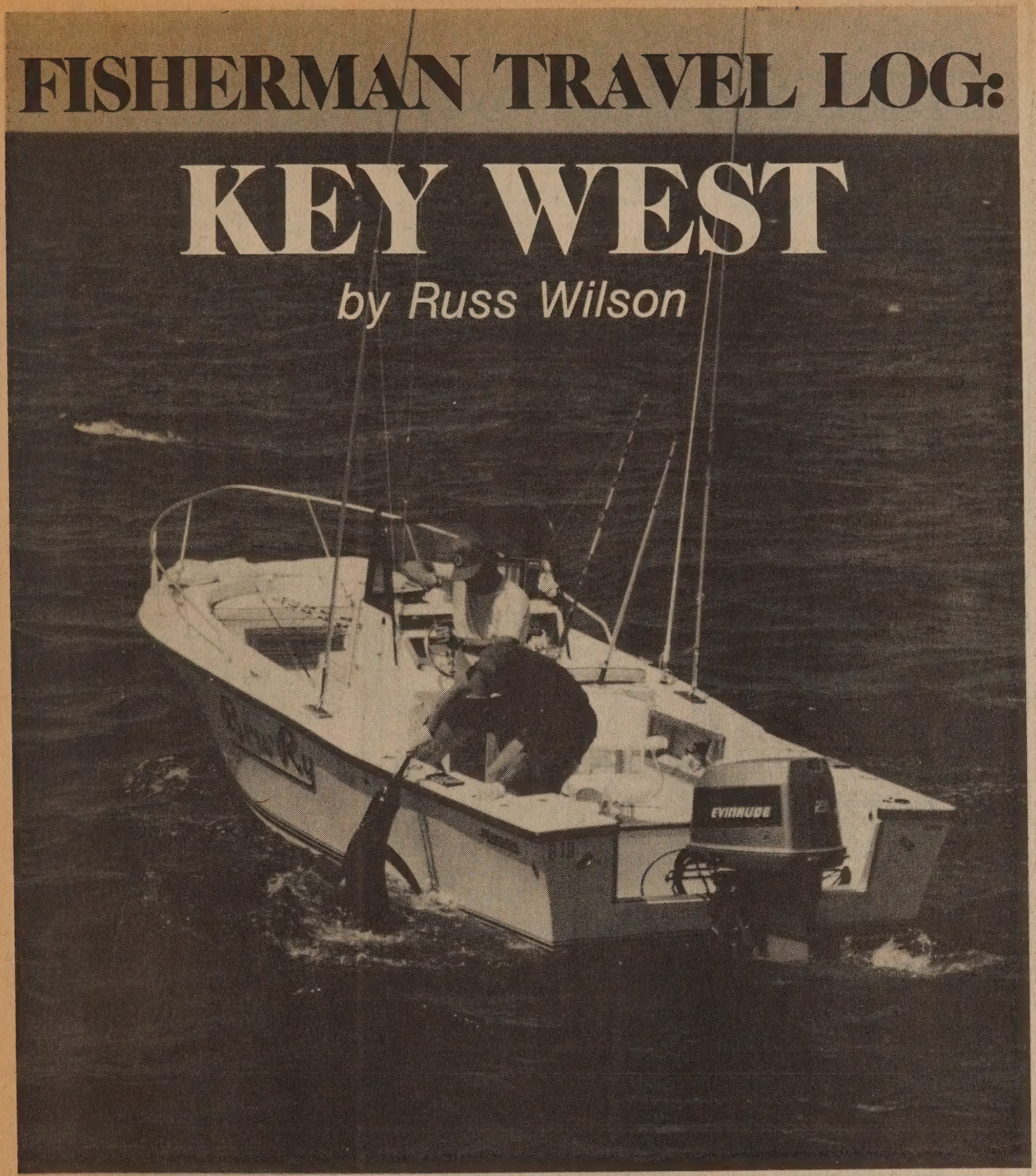
by Russ Wilson



It is easy to understand why Ernest Hemingway liked Key West. He was a dyed-in-the-wool fisherman and if there is one thing that Key West has to offer, it is excellent fishing.

You can fish from the bridges, off the beach, in the Gulf, on the reefs, wrecks and flats or work the offshore blue waters for a variety of high jumping game fish including dolphin, white or blue marlin and Atlantic sailfish. If that isn't enough, there are tuna roaming the blue waters and huge amberjacks living among the wrecks and reefs that will try to yank your arms out of the socket!

For more than thirty years we've had an ongoing love affair with the Florida Keys. During our misspent youth, we quit jobs, learned how to be a qualified loafer and nearly lost our family in the process. All because we just could not stand the thought of going off to work when there were fish waiting to be caught. Besides, who really has any desire to work when it is 90 degrees outside and palm trees are gently swaying under a light breeze. Florida is a fun state.

Anyway, there is some superb fishing at Key West. You can trailer your own rig and moor it at one of the local marinas by the day, week or month at very reasonable rates.

Some highly qualified charter skippers operate out of Key West and there are also several excellent flats guides, party boat captains and wreck specialists who can steer you to some memorable fishing in either the Gulf of Mexico or the Atlantic Ocean.

Rates vary all over the ball park, with some skippers being extremely expensive and others very reasonable. It pays to shop. Check with local marina operators, at the hotel or motel where you stay, at any of the

(Continued on next page.)

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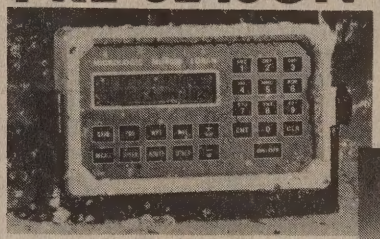

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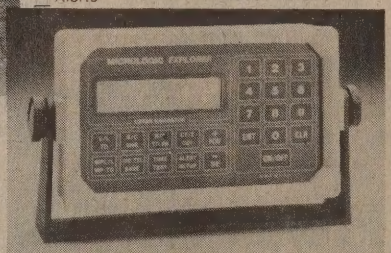

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restaurants or diners, or with other anglers who are returning from a day of fishing. You can find some bargains, so don't jump at the first offer you receive.

Quite often a charter skipper will be booked and will have collected a partial payment from the charter party in advance of the planned trip. When a charter cancels, the skipper is left with an open day and will often accept a reduced rate just so he can go fishing.

Some of our best trips have centered around the tarpon fishing at Key West Harbor. Big tarpon, some weighing more than 150 lbs. inhabit the busy harbor. Sharpies who know how to work the tides come up with a lot of bragging size fish that are taken in sight of the cruise ships, sunworshippers and condominiums.

Two years ago we with fished with Dick Julylia of Syracuse, NY and Dick Kondak of Scotch Plains, NJ and had the finest kind of light tackle tarpon fishing. We used 15 pound test spinning tackle and half to one ounce bucktails to tame those 100 pound plus armor-plated herring, and enjoyed long-winded battles that caused muscles we did not know we had, to ache.

Most harbor tarpon are taken from an anchored boat. The majority of experienced tarpon fishermen will use leadheads sweetened with a small baitfish and will "work" the lure in the tide until a tarpon jumps on.

Once a big fish is hooked, the guides will dump the ball, marking their anchor and follow the fish as it leaps and rolls across the surface. It is exciting. Most tarpon will give several heart stopping jumps, fight deep and then roll on the surface before finally coming to the boat.

It is standard procedure to release all tarpon except those that are going to be mounted.

Wreck fishing can be equally rewarding. The Gulf Coast wrecks will harbor grouper, yellowtail, cobia, permit, big barracuda, sharks, and hundreds of colorful bottom species that are all eager to grab a bait.

We normally start off by catching some smaller fish to use as live baits for the big guys. A piece of fresh shrimp will generally get immediate attention from the ever hungry bottom species, so it doesn't take too long to gather a mess of fresh bait.

You will be using light tackle to catch the smaller fish, but once you begin to live line, you'll need something that can tame hard-fighting battlers. We carry a 6 foot medium weight plug casting or spinning outfit for catching the live baits and switch to a beefy, 20 pound class, 7 foot conventional outfit when live lining.

You'll need all the power you can get from the rod just to bring some of those strong willed groupers up from the wrecks and reefs. Whimpy tackle does not make it when fishing Florida waters, so leave that stuff at home!

Offshore trolling is much like trolling local waters. Sailfish can be tam-

ed with 12 or 20 pound class gear and so can most of the white marlin and tuna. If you should be fortunate enough to latch onto a blue marlin, the 20 pound gear might be overpowered, but that's the chance you have to take if you want to enjoy the antics of a high jumping sail or white that may weigh 50 pounds or less.

The bottom drops off sharply at Key West. When trolling only a few miles offshore you will be working over depths of up to 1500 feet. The blue marlin are usually further offshore than the sails, but often dolphin and tuna will inhabit the deep waters for they are the primary food source for blue marlin.

Small "chicken" dolphin are extremely plentiful. Locate a weed line and troll small jigs, spoons or plastics and you should have a blast catching these acrobats.

Savvy dolphin fishermen normally carry some ultralight spinning or popping outfits when trolling the weed lines. When a dolphin is hooked, it is brought to the boat but not lifted from the water. As a rule, there will be other dolphin following the hooked fish and it is often possible to cast cut baits to the fish that aren't hooked. As long as you keep one hooked fish in the water, the remaining fish in the school should stay around to provide some dynamite light tackle action.

Yellowtail are another favorite. Usually you will find these colorful fish inhabiting the wrecks and reefs. Once you have a school of yellowtail worked into a feeding frenzy, it is almost too easy to catch them.

Most Key West charter guides use chum to bring the yellowtail up from the bottom. A mix of small "glass" minnows is tossed into the water and allowed to disperse much like we use sand eels or spearing when chumming for bonito or blues.

Light tackle is definitely in order and small hooks are a must. We prefer a lightweight spinning outfit with 6 or 8 pound test line and will generally elect to go with #4 or #2 beak style hooks when using the small minnows for bait.

Yellowtail are not shy when it comes to grabbing a bait. They normally jump on and swallow the bait without hesitation. All you have to do is lift the rod and start cranking in the fish. It sounds easy and it is.

The toughest part of catching yellowtails is finding them. Many Key West guides would sell their family before giving the location of a favorite yellowtail hole or reef.

In past years we drove to the Keys but on our last two trips we flew from Newark, NJ and found it saved not only a lot of time, but also substantial dollars. Most of the major airlines schedule regular flights to Palm Beach and Miami and from there you can get to Key West via a commuter flight.

Eastern Airlines has daily flights to both major airports at very reasonable rates (another price war is in effect) and from there the cost to fly into Key West is less than $50 via one of the hourly commuter flights to the Keys.

You may want to rent a car at Miami. Weekly rentals can be arranged, again at reasonable rates, and when driving you can stop off at all of the Keys on your way south. There is some exciting fishing and lots of lovely scenery all the way south to Key West, and the only way to enjoy it is by driving.

Key West abounds with hotels and motels. Price vary, depending on the accommodations and the length of your stay. Most of the major chains offer good housing at a fair price, or you can elect to go first class and stay at the Pier House or Casa Marina. Both are outstanding and offer top-notch service, food and rooms.

Restaurants, both good and poor, are plentiful. There also are several fast food shops and plenty of grocery stores.

Last year we rented a house for the two weeks and did all our cooking, washing and cleaning. The total cost was about one-fourth of what we would normally have spent when staying at a plush motel and paying top dollar for meals at a restaurant.

Any way you look at it, Key West is a bargain for the person who wants to fish or just enjoy a winter vacation.

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DAY OF TRAGEDY

by Matt Ahern

The author recounts one of his most popular, and tragic, tales.

Well, as promised several weeks ago, here it is: the story requested more often than any other by the faithful readers of The Fisherman. So without further ado, let's get to it.

I began the story thusly:

Sunday—May 3, 1936. Time: approximately 2PM. Scene: The Subway Grounds, south of Ambrose Lightship. Add a dozen small fishing boats anchored in dense fog. Climax: a day that ended in death, destruction and misery. A day that ended with chilling and haunting memories, never to be erased in my lifetime.

Over 50 years have passed since witnessing the smashing and grinding into oblivion the popular Sheepshead Bay party boat MJR III, yet the memory remains so vivid it seems it has happened only yesterday. For years, dream repetitions of the horrifying scene brought me full awake in my bed. But now, fortunately, time has worked its soothing miracle and these nightmares have become less frequent. But never a May 3rd passes that I don't remember, stop whatever I'm doing, and say a silent prayer for those unfortunate fishermen who never returned to their loved ones.

I was one of the mates on Canarsie's Rose R II at the time, and up until then fog had never unduly impressed me. There was always danger involved if you didn't watch your step, but with a skipper like Dick Persson at the wheel, you didn't much concern yourself. I had seen him perform tricks of pure legerdemain on fog-shrouded days as he slowly picked his way from buoy to buoy, never missing, always bringing them up dead center, fine on the bow. (There was no radar or other electronic aids those days.) Who cared how dense the fog, or how thick the snow.

Who among us worried about inclement weather? It took a roaring gale to keep a guy from fishing those days. If the skippers were willing to leave, there were always fishermen willing to take their chances. Hang the weather—get those fish!

So it was not surprising to see that even a week's duration of pea soup fog had not cut down the amount of fishermen aboard that fateful day. We had about 45; Captain Jack of the Pioneer II had a like amount; the Tambo II perhaps a few less.

Captain Dick had selected the Subway Grounds and we arrived without difficulty, whereupon we nested among several boats from Sheepshead Bay.

Though these boats were anchored no more than one or two hundred feet from us, they were invisible; and because of the queer acoustics of fog, we could plainly hear voices about us laughing and joking throughout the morning, and on occasion, some lucky fisherman hooking into a cod or large hake and calling for the gaff.

And so the peaceful day went—until about one o'clock, when from the south and west came the heavy whooping of a large ship's fog horn. Liner or freighter for sure and cautiously plodding along, no doubt attempting to get a fix on Ambrose Lightship. But I thought—what is she doing to the south and west? Then I recalled the old red Scotland Lightship. Sure, that was it. She was getting a fix on Scotland. No doubt some ship returning from her South American run. Everything okay.

Or was it...?

As the minutes passed, the sound of the fog horn became progressively louder. But now it came from the south and east—or did it? Were there two ships? Or was it a trick of the fog?

By now, even the novice fishermen aboard were aware that possible danger existed. And I could no longer hear the happy-go-lucky banter of the fishermen aboard those other fog-shrouded boats. In its place came the repeated anxious bell-ringing of ships at anchor.

We stood on the bow. We strained our ears. We listened. I willed my eyes to pierce the fog, but except for the gentle lapping of the sea against the Rose R's hull and the continuous ding-ding of warning bells and the gray swirling mist about us, nothing could be seen or heard. Where was the ship? It was certainly out there. But where?

Then someone said: "I hear something."

Anxious seconds passed. Then I heard it. The chonking of a screw partly out of water, the slushing sound of a bow wave being pushed forward under tremendous pressure. Then the errant ship's horn blasted out a mighty roar. I could feel the vibrations of sound strike. The poor little Rose R trembled under the blast. I whirled about to port from whence the sound had come.

And there it was!

The force of the ship's approach had opened a hole in the fog. A bright sun streamed through as if begging forgiveness for something it could not help. I looked straight up—not out. The immense black bow filled all the area my eyes could take in. The white bridge glared in the sunlight. White-capped ship's officers attired in brass-buttoned blue jackets scurried to and fro, evidently giving emergency orders to the engine room.

Someone near me cried out: "Jesus Christ!" It wasn't meant to be blasphemy—of that, I'm sure. It was pure heart-rendered agony.

I don't know if those officers saw us, or if the huge ship was making a swing away, but she skirted past, rocking us mightily with her bow wave. And there, directly in her path, lay the anchored MJR III.

The MJR's luck had run out.

I saw what occurred as plainly as you can see the words on this page.

An instant before she was struck, every man aboard the MJR III gave out one final shout, as it from one gigantic throat: "Oh-h-h!" Then came the sound I can never forget: the slashing of ripping metal on splintering wood. That sound has stayed with me all these long years. If you have ever crushed a wood crate with your foot, you will recall the sound. Now magnify it a thousand-fold.

The huge ship seemed only to push the MJR aside, and I remember saying (damn fool that I was) "Why she only pushed her aside." There was immediate silence as the ship continued on...silence likened to a graveyard.

Again we were covered with that chill, gray blanket of fog.

And then all hell broke loose as the huge ship sent out blast after blast from her horn. As each party boat recovered from the shock, she added her horn to the din.

"Get the hook up, boys!" Captain Dick shouted from the wheelhouse.

In those days few party boats, except large ones like the Sylph and Au Revoir, had anchor winches on the bow. All our anchor raising was done by brawn and muscle. We freed the hook in record time, but it became snagged on some obstruction 10 or 15 feet above bottom. To this day, I don't know what this obstruction was, but someone has since told me that the old Atlantic cable ran through that area. Perhaps.

But anyway, we did work it free just

about the time we decided to cut. We picked our way slowly among the converging party boats. (In the confusion, the Evelyn of Sheepshead Bay stove in our bow rail.) We immediately began to see wreckage in the form of ripped-out timbers, splintered planking and torn-out buoyancy tanks. Then came the victims. Most were dazed, some were swimming, some clutching wreckage. And unfortunately, some were in the process of drowning.

I spotted a circular life ring and gaffed it aboard. "S.S. Angelina, Bull Line" was stenciled in black letters against a snow-white background. Someone aboard her had tossed it overboard in a desperate effort to help. (Incidentally, the mate aboard the ill-fated MJR III watched me gaff that life ring; and when I first wrote this story back in 1979, he wrote to me.)

Because we had lost precious time with our fouled anchor, most of the shipwrecked passengers were already removed from the water by the half dozen or so party boats that reached the area before us. We did lift about ten half-drowned victims aboard the Rose R II, and some were in not too good a shape.

In the midst of all this hell, the Angelina returned to the scene, her reversing engine jockeying for position, but there was nothing left for her to do. All rescue work had been accomplished, and she continued on to New York Harbor. It was evident she had used her wireless, for we could hear low-flying planes above the fog, but we could neither see them, nor they us.

The Angelina had knifed through the MJR III just aft of the wheelhouse and the stricken ship lay in two sections. The stern section had the weight of the huge diesel engine in use those days and I watched it sink, first slowly revolving several times before going down. One second it was there, and the next it was gone. If you have ever fished the Subway Wreck, this is it.

One of our mates (I no longer recall who) got on board the floating bow section, cut loose the holding anchor and tossed us the MJR's extra manila cable. We made it fast to our stern and attempted to tow the wreck.

But it was hopeless. The stern of the stricken ship, ripped completely open, was at the mercy of the swells making up from the south. She began to yaw widely; first to the starboard, then to port—back and forth, back and forth, settling deeper into the sea. Soon she began to tell on us and our stern began to drag down and the bow to rise. The swells began to break over our stern decking. The towing cable was so taut, I could see it quiver and with each quiver, beads of water shot from it as the seas brought more pressure to bear.

"Axe it, boys!" Dick shouted from the wheelhouse. "Axe it! If she goes, she'll take us with her!"

One solid blow was all it took. The hawser parted with the crack of a rifle shot. We circled the wreckage several times and watched for bodies to wash out. But there was none. Slowly the MJR settled into the sea until only the top of her wheelhouse was above water. And there she stayed; her remaining air tanks doing their job.

There were no ship-to-shore phones those days. Nothing. As we came abreast of the Barren Island piers in Jamaica Bay, we called to several fishermen to have an ambulance meet us at the Canarsie shore. A half-hour later, we had all the medical aid needed.

What was left of the MJR III didn't sink that day or that night, but I understand the Coast Guard located the drifting hulk the next day and sent it to the bottom with a charge of dynamite. All the proud, fish-catching MJR III had become, was a menace to navigation.

And that's the story of the MJR III.

I believe such a disaster today is hardly likely. If radar had been available those days, the MJR III would never have ended its fishing career in so violent a manner. I guess one might say that while fishing may have been good in the old days, there are things today which are much better.

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A CURRENT LOOK AT ANCHOR RINGS

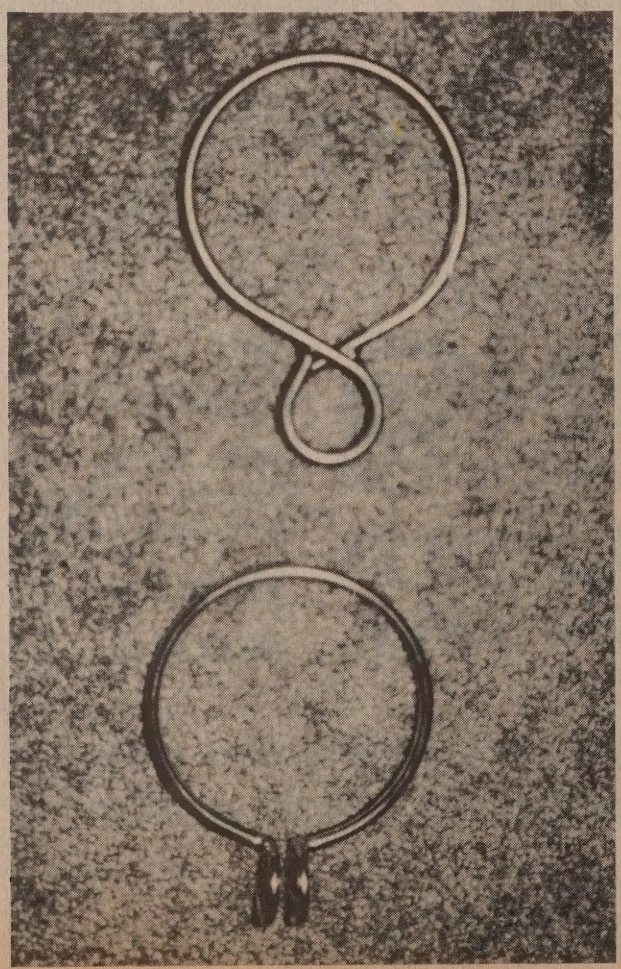
by John Raguso

Now that the Atlantic Wreck Series is approaching the start of its third season with The Fisherman, I'd like to share some answers to the questions that many of you have been asking at the various boat shows and wreck seminars about purchasing and using stainless steel anchor rings. For all of you readers who're in the dark on this topic, I'm referring to those marvelous little rings that have revolutionized the process of hauling in hundreds of feet of anchor line after a day "on the hook."

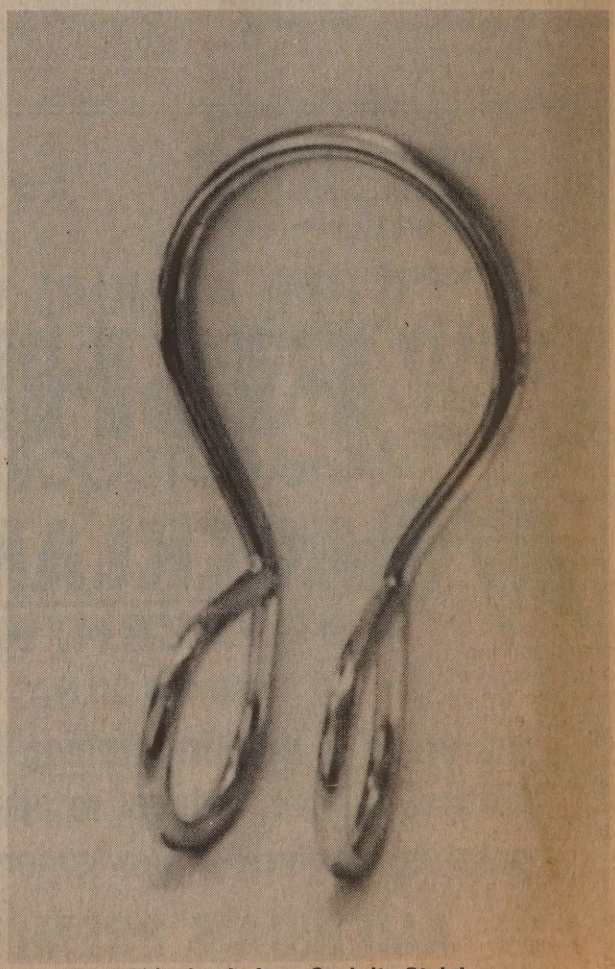
A number of informative articles have appeared in the pages of this magazine over the course of the last few years on the topic of anchoring. Authorities such as Pete Barrett, Captain John DeMaio, Ray Hendrickson and others have detailed the many angles of ground tackle and anchor theory, so I won't rehash the principles. Let's focus in on how to use the rings and then we'll review who manufactures them and where they're available for sale.

The anchor ring is merely one part of the anchor float system, which includes the aforementioned anchor ring, a large industrial type ball float, a 3 to 6 foot length of 1/2 inch braided nylon line and a stainless steel or bronze safety snap. According to Pete Barrett, the system got its genesis from the Florida Keys, where fishermen who anchored over the reefs for kingfish and grouper would retrieve their ground tackle with minimum hassles when going from spot to spot. For anglers up north, this system is just the ticket for recovering your anchor and rode after a long day over a wreck, reef, or other piece of productive bottom structure. If bleak memories of the past remind you of the back-straining nightmare of pulling against wind and tide to free your anchor from its grip on the sea bed, read on and cancel your order for Ben-Gay.

Each of the three anchor rings we'll discuss in this article has one thing in common: they're designed to slip over your anchor line and slide freely down the rode carrying the float on the opposite end of the short length of 1/2 inch line, thus "popping" the anchor easily from its hold. To prepare to execute this task, splice one end of the 3 to 6 foot piece of nylon line to the loop in the Norwegian float and the other to the stainless or bronze safety snap/fireman's hook. Once this has been accomplished, open the anchor ring and slip it over your anchor line,



Captain Vic version at top; Reliable model at bottom.



This ring is from Seabrite Stainless.

letting it spring back to its normal position, and then connect the safety snap to the two smaller rings on each end of the anchor ring. This closes the loop and allows the ring/float assembly to slide down the line while remaining connected to it along the way.

The next step is to tie off the rode on a stern cleat and toss the ball, followed by the 1/2 inch line and anchor ring, over the side and start up your engines. Run a course at a moderate 20 to 30 degree angle upwind/uptide towards the direction where the anchor is positioned, being cognizant of the whereabouts of the anchor line **at all times**, and being even more careful not to run over it or wrap it around your props! If all goes according to plan at this point, the rode should be looping out abeam and astern of your boat as you head towards the anchor. A helpful hint is to run this course on the same side of your boat where the helm is located for easier visibility of the anchor line's angle of descent. For example, on my Grady White, the helm is located on the starboard side, so I would toss out the float and ring assembly out off the starboard side, and keep the line off the starboard quarter as I headed uptide to free the anchor.

As you get closer to your destination, the float will disappear beneath the waves and head towards the hook's resting spot. As you run past the anchor's position, the ball will force it to release its grip by "popping" it up from the sea bed. As you continue your trek past the hook's former dig, the entire length of line and chain will pass through the anchor ring, coming to rest on the anchor's shank and literally "float" the hook to the surface. The successful conclusion of this operation is usually signalled by a huge splash, as the float races up from the depths, breaking the surface with the anchor trailing behind on the short length of 1/2 inch nylon line. The final step is to put your engines in neutral and retrieve the practically weightless hook and rode, returning it neatly to the anchor locker to be used another day, with no fuss, no muss and no backaches!

Now that we've got a pretty good handle on how the system works, let's investigate where to pick up the little old ring that makes it all happen.

Reliable Gaff Co.: On Long Island, Hicksville's Jerry Schnur has been manufacturing these anchor rings for a few years now and it's been intriguing to see his ring go through a product evolution, getting better all the time. At one time, the Reliable ring was made from 1/4 inch stainless steel, swagged from a single bar and featuring parallel loops that were welded closed. The ring's interior diameter of 5¾ inches gave it more than enough leeway to slide over even the most stubborn of rodes on its trip to the anchor.

The latest ring is built from thicker 5/16 inch stainless steel stock and incorporates two perpendicular welded loops that make the job of opening the ring over the rod and attaching the safety snap even easier than the former design. The ring's 5¼ inch inside diameter is more than enough to do the job efficiently, with a minimum of snags. The anchor ring retails for about $16 to $20 and is available at many local tackle shops along the coast, as well as from some major marine mail order discount catalogs. If you have any trouble tracking down the Reliable anchor ring, give Jerry a call and he'll be glad to give you the name and address of the closest dealer.

Manufactured by: Reliable Gaff Co., 6A Bloomingdale Road, Hicksville, NY 11801; (516) 933-6970.

Capt. Vic Enterprises: Captain Vic Galgano of Wreck Chart series fame also manufactures a version of the ubiquitous anchor ring. It's fabricated from a single piece of 5/16 inch stainless steel stock and features welded parallel loops. Vic's unit is available at a few local New Jersey tackle shops, but is primarily sold via mail order. The ring goes for $15, plus shipping and NJ sales tax. Vic also sells the ball float for $52 and the safety snap/line assembly for $16. There's a special package price of $75 for the complete kit, plus a $3 shipping fee and the NJ tax.

Manufactured by: Capt. Vic Enterprises, 8 Iris Court, Milltown, NJ 08850; (201) 821-8810.

Seabrite Stainless Sales: The folks down at Neptune City also manufacture their unique version of the anchor ring and it's built from a single bar of 5/16 inch stainless steel. It differs from its competitors in that it features perpendicular loops, but formed from a single piece of S/S stock. This cuts down the diameter of the ring a bit and the Seabrite unit has an I.D. of 3 inches at its widest point. This is still a fair amount of room to negotiate down a twisting anchor rode, so I don't think that you'll have any difficulties with its compact design.

According to Seabrite's V.P., Paul Wainwright, they also offer an Anchor Retrieval Kit, which includes an A-2 float, stainless safety clip, 6 feet of 1/2 inch nylon line and the anchor ring. The normal bite for this kit is $99, plus shipping, but they are extending a sale price of $69 for the whole shooting match until May 1, 1987. Individual clips or rings are also available, and they are priced at $15 each, effective until the May 1st sale termination date. All items can be ordered direct from Seabrite Stainless via mail.

Manufactured by: Seabrite Stainless Sales Co., 63 Morris Ave. & Hwy. #35, Neptune City, NJ 07753; (201) 988-8818.

Well, that wraps up our coverage on the anchor rings. Stay tuned for the third season of the Atlantic Wreck Series, as well as the possibility of an upcoming Wreck Series book in the near future.

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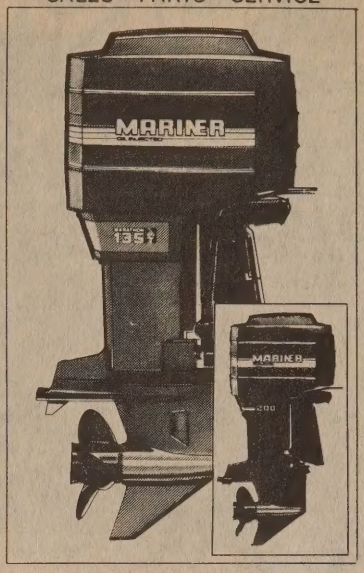

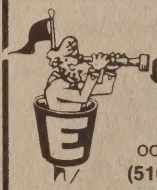

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Enter the Lowrance X-5 LCG. The resolution, zooms, grayline, and total sonar system.are so superior to competitive products that it's almost a shame to call it a liquid crystal unit. And while the resolution isn't quite as good as the industry standard for excellence—the Lowrance X-16 paper graph—the X-5 leaves competitive liquid crystals and paper graphs far behind in its wake.

The X-5 has such an advanced microcomputer that it runs itself with the simple touch of a button. Or, you can take as much control as you like. It has 3,000 watts* of power, the most watertight case ever developed, and a new faceplate that's easy to see even with polarized sunglasses. Plus, the X-5 is several units in one: a graph recorder, a digital sonar, a speedometer,** a trip log,** and a surface temperature gauge.

Lowrance X-5 and the companion X-4. Sonar will never be the same again.

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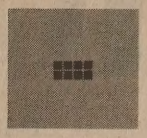
A Word About Liquid Crystal Resolution



Competitive Liquid Crystal Units
Most competitive units have 30-75 pixels (dots) vertically. Fish are shown as "blocks" that you often can't distinguish from the bottom, bottom structure, interference, or other suspended objects. A poor value to the user *especially* without a good zoom. Not as good as a flasher. Lowrance would never put its name on such a product at any price. (See NOTE below.)

Lowrance X-4
Has 82 pixels (dots) vertically with a telescopic zoom of *any* segment as small as 10 feet. Fish are usually revealed as clearly defined arches, *especially* when using the zoom feature. Excellent value to the user. Better than a flasher for all but the most experienced flasher users.

Lowrance X-5
Has 192 pixels (dots) vertically, grayline feature, plus variable zoom of any segment as small as 10 feet. Excellent value to the user. Far better than any competitive liquid crystal unit. Even better than competitive paper graph machines.

The Industry Standard for Comparison
The Lowrance X-16 paper graph.

Note: As a sales gimmick, some competitive units show pixels above the bottom in a color such as red. This actually provides less contrast than black pixels and is of no value other than a sales "novelty." Only with better resolution and grayline can you really distinguish fish from the bottom, random noise, thermoclines, downriggers, buoylines, nets, tree branches in man-made reservoirs, shipwrecks in the ocean, baitfish, plankton, etc.

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THE TERMINAL END:

COD & POLLOCK

by Russ Wilson

Few saltwater fishermen who probe the Atlantic Coastal waters have not, at one time or another, come in contact with codfish or pollock. There is a very extensive recreational and commercial fishery directed toward both species.

The codfish, *Gadus morhau*, is one of the largest bottom species available to coastal anglers. There have been cod of over 200 pounds reported, although the average is considerably smaller, with most of today's rod and reel caught cod running 5 to 25 pounds. A fair amount of 30 to 50 pounders are taken from the offshore wrecks and open bottom grounds each season and occasionally larger fish are reported.

Codfish are predominantly bottom feeders although they will, on occasion come up to mid depths to feed upon squid, clam, crabs, smaller fish and other sea life. That does not mean other offerings will not get results. Codfish have been found with watches, rings and other jewelry as well as stones, pieces of sunken wrecks and clothing items in their stomach. In recent years, more and more codfishermen have discovered that it pays to carry some diamond jigs.

Codfish inhabit Atlantic Coastal waters from Virginia to Greenland and are known to frequent either side of the Atlantic.

A rather colorful fish, the cod will range from a rusty brown to red on the back and will normally have a whitish or cream-colored stomach and distinct spots covering much of the upper body. Three dorsal fins along the back, two rather large anal fins and barbels beneath the chin, make it reasonably easy to distinguish the cod from other bottom species.

There is no trick to catching codfish. Most experienced fishermen feel the most effective technique is to let the cod take the bait deeply before attempting to set the hook. A method that many savvy codfish anglers employ is to set the rod in a gun'l holder or tie it to the handrail on a party boat while awaiting a hit. Only after the fish has had time to munch on the bait do these sharpies at catching cod pick up the rod and begin cranking their hooked fish to the surface.

Diamond jigging can be deadly at times. Some anglers carry two outfits, one rigged with a diamond jig and surgical tube type teaser and a second set up to handle bait. When anchored over a wreck they will drop the baited rig to bottom, tie off the rod to the handrail and begin working the jig and teaser. When the bait rod starts to bend under the weight of a big cod, these experienced anglers will set the jigging outfit aside and grab the other outfit.

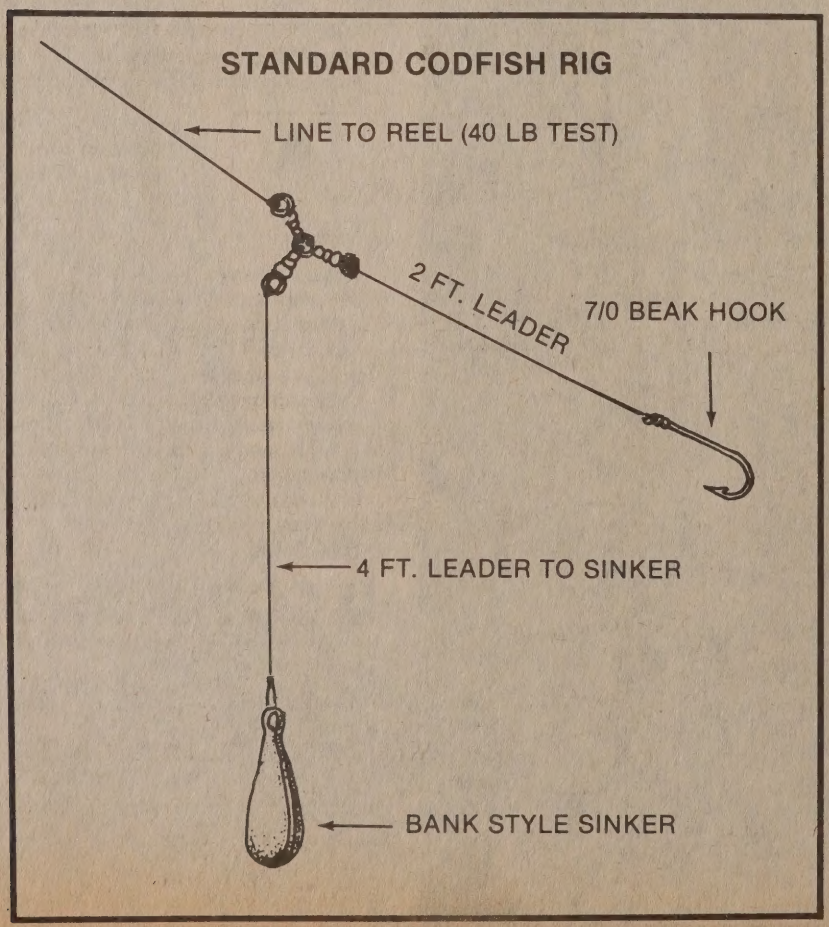
The codfish is blessed with a huge mouth and can easily swallow large baits. Unlike when seeking other bottom species, where it is necessary to use some finesse, many of today's codfishermen find it pays to use a large bait.

Whole clams, often two or more, are very popular among many knowledgeable fishermen. We've found a whole clam and a whole squid used as a "sandwich" is a good combination bait for taking bigger cod and will often rig with 7/0 to 9/0 beak or Sproat style hooks to facilitate these oversize offerings.

Some fishermen, including this reporter, will even go to the extreme of adding a slender (4 to 6 inch) strip of red flannel or felt ahead of the baits, feeling that the added color will attract fish that might not otherwise show an interest in the bait.

The pollock, *Pollachius virens*, although not as highly prized as the codfish, is a game fish in every sense of the word. Any saltwater angler who has tangled with a 20 or 30 pound pollock can attest to their fighting qualities. Unfortunately, most seafood lovers do not feel the pollock is as good to eat as the codfish and for this reason the pollock has not gotten the attention it rightfully deserves.

We've had some memorable offshore wreck trips that would have been less exciting if it were not for the



fact that pollock inhabit the same type of underwater environment preferred by codfish. And, on more than one occasion, it was the lowly pollock that saved the day for everyone on board.

The pollock is sleeker in appearance than the cod. It is also a school fish much like the bluefish, and where you find one pollock, you will normally encounter more of a like size.

As with many saltwater species, the pollock is widely distributed and has been known to inhabit waters from the Gulf of Saint Lawrence to North Carolina. New Jersey is about as far south as you will find pollock today and even here the fish will only be found well offshore on the wrecks at depths of 100 feet or more.

Pollock are a colorful fish, with a pronounced lateral line that separates the grey or green back from its silvery to white belly. Like the codfish, it has three dorsal fins and two anal fins, but often will not have the barbel beneath its lower jaw.

A very aggressive fish, the pollock will actively puruse and eat a variety of other fish including juvenile pollock and small codfish. For this reason, many anglers will use diamond jigs or surgical tube teasers when fishing offshore wrecks that are inhabited by both cod and pollock.

Diamond jigging for pollock is an art. A few years ago, when fishing one of the Nantucket wrecks aboard the Viking Star out of Montauk, we enjoyed a solid mix of codfish of up to 50 pounds and pollock that ranged from the low 20s to more than 30 pounds. All of the cod were taken on bait, but the majority of successful pollock anglers found the best medicine for those hard fighting fish was a 24 ounce diamond.

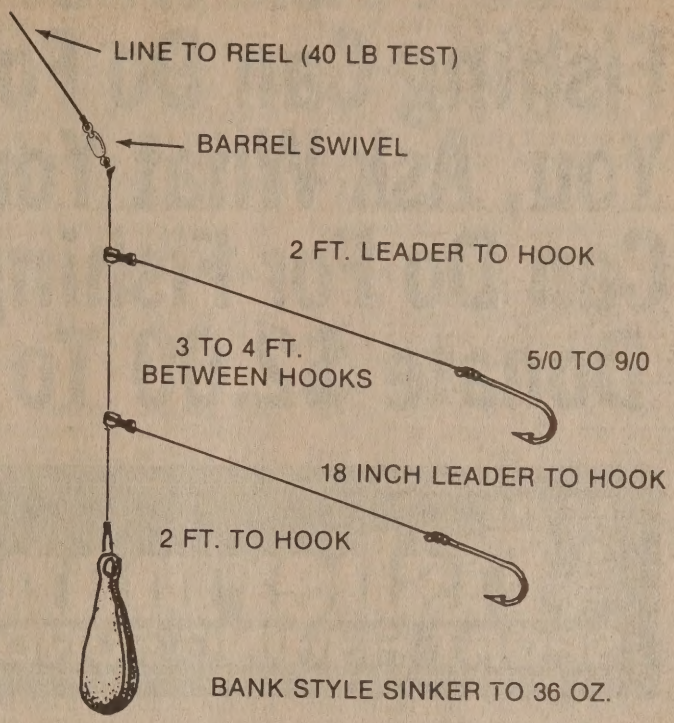
Stout tackle was needed to work those heavyweight diamonds in the 200 foot depths and many of those on board did not have adequate equipment for deep jigging. Those who had tackle that was up to the task, enjoyed some of the fastest pollock action we've ever seen. In the six or seven hours we anchored on the wreck, the guys using diamonds probably caught upwards of 150 pollock and none of the fish were under 20 pounds.

You will catch codfish when jigging also. New England Fisherman Editor Tim Coleman is one of the best diamond jig fishermen we've met. Coleman fishes for cod and pollock throughout New England on a year-round basis and will usually carry a selection of diamond jigs and surgical tube type teasers in preference to natural baits. Some of the codfish catches that Coleman lugs off the boats are eye-popping, and a sure indication that the heavyweight jigs are an effective offering for both species.

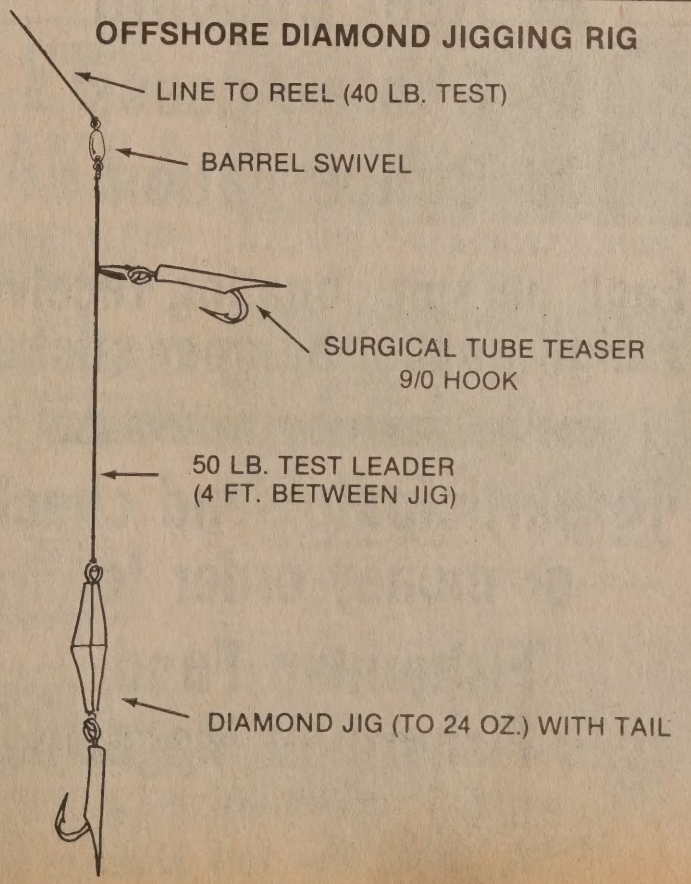
Most offshore codfishing centers around the wrecks and deep water structure. To handle the large sinkers and baits that often weigh close to a

(Continued on next page.)

BASIC TWO HOOK CODFISH RIG


LINE TO REEL (40 LB TEST)
BARREL SWIVEL
2 FT. LEADER TO HOOK
3 TO 4 FT.
BETWEEN HOOKS
5/0 TO 9/0
18 INCH LEADER TO HOOK
2 FT. TO HOOK
BANK STYLE SINKER TO 36 OZ.

OFFSHORE DIAMOND JIGGING RIG


LINE TO REEL (40 LB. TEST)
BARREL SWIVEL
SURGICAL TUBE TEASER
9/0 HOOK
50 LB. TEST LEADER
(4 FT. BETWEEN JIG)
DIAMOND JIG (TO 24 OZ.) WITH TAIL

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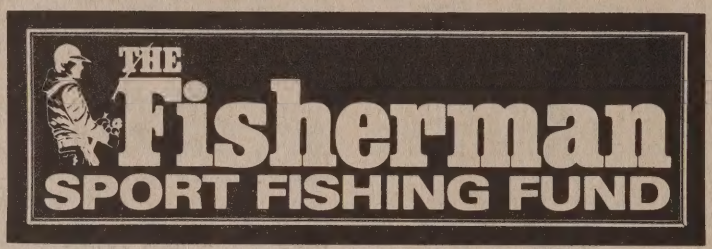

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half pound, you will need heavy tackle. Some experienced wreck fishermen carry 6/0 outfits complete with roller guides and 50 or 60 pound test line. This is certainly adequte for most bait fishing situations. It is not recommended when jigging. More suited to the task is a beefy boat style rod measuring 6½ to 8 feet. Some fishermen prefer graphite, but fiberglass is effective also.

A reel in the 4/0 size is about as close to perfect for this type of deep water fishing as you are likely to find. Many of the regulars use a fast retrieve reel (4 or 5 to 1 ratio), but for most situations a standard 3 to 1 retrieve reel is sufficient. Another plus to using the slower retrieve is that you can crank a fish to the surface when it is pulling in the opposite direction. With some of the fast retrieve models this is near impossible.

Quality line is a must. Some anglers are of the mistaken impression that codfish do not offer much resistance when hooked, but anyone who has caught cod knows that they can put up a determined struggle when fighting for their life. As previously noted, pollock are very tough fighters and will test your tackle to the limit., For this reason alone, we fill our reels with 40 or 50 pound test monofilament. A few fishermen will go to heavier line, but when the rig tangles in the wreck they are generally forced to cut the line because it is too tough to break. You might also consider selecting a line that has a tough outer skin. These are much stiffer than the standard lines, but are less likely to fray when exposed to the jagged edge of a wreck or underwater obstruction.

There are many, many codfish and pollock rigs currently gracing the shelves of shore area bait and tackle shops. There are some that have been proven throughout many years of use. Those we'll illustrate are among the best.

Standard Codfish Rig: Considered the most practical rig for taking bottom species like the cod, pollock, hake or cusk, this is perhaps the easiest of all rigs to tie. It is also the most effective rig we've used when baiting with clam, squid, small fish or a combination of clam and squid.

The rig starts off with a #3 three-way swivel. One eye is for the line that attaches to your reel. The second eye of the three way is where you'll attach a 2 to 4 foot leader for the sinker. We normally use a slightly lighter length of leader material so that when the rig hangs up on a piece of bottom or part of the wreck all we break off is the sinker and leader.

The remaining eye of the three way is for your hook. Many experienced codfishermen use very large hooks when probing the offshore depths for bragging size cod, pollock or giant white hake. A beak or Sproat style hook in size 5/0 to 9/0 is plenty big enough to handle any fish you are likely to hook.

The hook must be snelled to a 2

foot section of 40 or 50 pound test *stiff* material. After tying the snell, make a perfection loop at the opposite end of the leader and attach it to the three way by pushing the perfection loop through the eye of the three way and then bringing the hook through the loop. Pull tight and you have a non-slip connection that will not break.

Two Hook Cod and Pollock Bait Rig: Some codfishermen feel two hooks are better than one. In many instances this is true, but like most everything else in the fishing game, it does have drawbacks. When fishing multiple hook rigs you always stand the chance of having one hook tangle in the wreck or on bottom. Generally this occurs at the worst possible time, like when you have a bragging size cod struggling on the other hook and have to lose it because the trailing hook became entangled.

However, if you want to try a two hook rig this is how to tie one that will catch. Start off with a 6 to 8 foot piece of 40 pound test leader. This piece does not have to be regular leader material since it need not be stiff.

At one end form a perfection or Surgeon's loop for the sinker. You will be using *big* sinkers, often up to 24 or even 36 ounces, so allow plenty of space for the sinker loop. The remaining end of the leader is attached to a barrel swivel with a clinch or improved clinch knot.

Two feet above the sinker form a dropper loop and attach a snelled (18 inch leader) beak or Sproat hook in most any size from 3/0 to 9/0. This leader must be of *stiff* material to keep the hook out from the rig and to retard tangles.

A second hook is then tied in 3 to 4 feet above the bottom hook. This hook is also pre-snelled (24 inch leader) and is attached to the dropper loop by using a lark's head knot.

Three way swivels may be substituted for the dropper loops and many long-time codfishermen do prefer using the three ways. In our opinion, however, the less hardware the better and we'll generally use droppers whenever possible.

Either of these rigs can be used when baiting with whole clam, whole squid, small fish or a combination of two baits.

Offshore Diamond Jigging Rig: Many knowledgeable cod and pollock fishermen prefer using artificial lures whenever possible. The diamond jig and surgical tube rig is probably the most practical setup for deep water jigging in that it will catch both species of fish and can be used under most any situation you are likely to encounter when probing the offshore wrecks or open bottom grounds.

We start off with a 5 or 6 foot length of *stiff* 40 or 50 pound test clear monofilament leader material. Make a perfection or Surgeon's loop at one end of the leader and tie the remaining end to a barrel swivel by using an improved clinch knot. The line from your reel can be tied into the remaining eye of the barrel swivel.

We attach our diamond jigs by slipping the ring of the jig through the end loop. If you prefer, you can attach the diamond by using a small snap or by tying it direct to the leader with an improved clinch. All three methods will work, but by using the loop we can change jigs faster without cutting or retying.

The surgical tube can be placed 2 to 4 feet above the diamond jig. We use a dropper loop to attach the tubes because changing tubes is much quicker. Others attach the tube directly to the barrel swivel and some sharpies at jigging for cod and pollock will tie in the tubes on a short, 4 to 8 inch leader. Each method has merit and is strictly a matter of personal choice.

However, when using the dropper loop you are less likely to have tangles. The short dropper doesn't allow the tube to swing wildly as it is worked up and down while longer leaders which keep the lure out from the main leader do allow them to swing back around the main line.

The rigs we've described should get anyone new to codfishing off to a good start. From that point on, watch the experts and if you see them using something that produces when your rigs don't, follow their lead.

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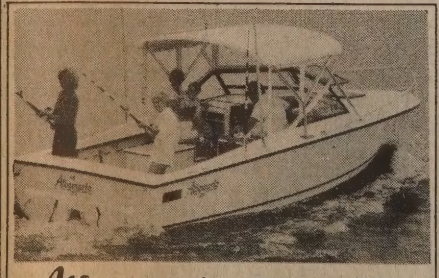

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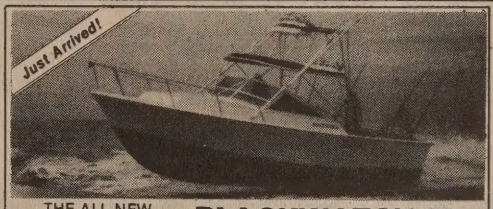

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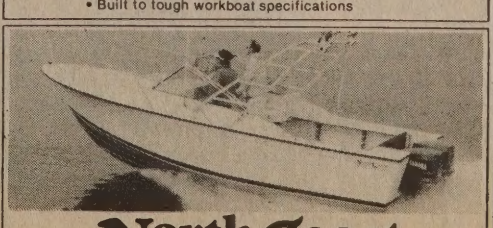


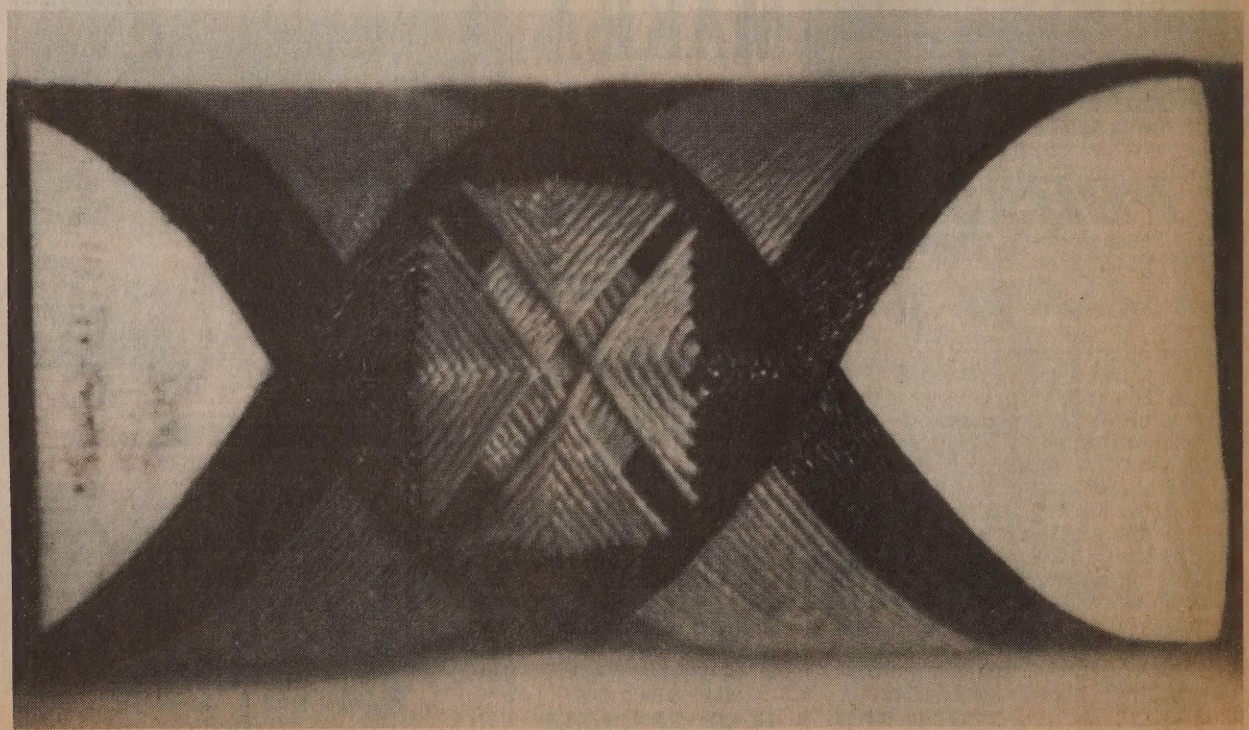
North Coast

CUSTOM BUTT WRAPS: SMORGASBORD

by Ted Bingham

As we continue to venture into the realm of intricate patterns, new terms and wrapping directions will appear with increasing frequency. Although it's impossible to cover every contingency, knowledge of the major wrapping systems will greatly aid personal experimentation. The vast majority of these designs will entail the use of the previous discussed Box. Formed around a layout cross, or by itself, it's the beginning of a domino theory. Every time a box is formed, the four corners leave a three-sided box on the outside. Closing that box only creates another set. The process can carry on for as long as the blank diameter will permit. Previously, we surrounded a diamond with four smaller ones. This set of five diamonds required two separate wrappings. The patterns about to be explored call for multi-box wraps, all performed simultaneously. Each box becomes one part of a larger jigsaw puzzle. When completed, the separate pieces are invisible, as they blend into the pattern and background. This will become quite clear when the Maltese Cross is explained. Thread sequence will be the deciding factor on how to fill these boxes. One such example is last week's fish tail. Two choices were available: flat or curved. The plus one system, used to curve the tail, is the most useful technique in butt wrapping. It allows the crafter a variety of choices on any individual design. Depending upon the size of the pattern, the curve effect can be increased by using a plus two or three. The reverse of this also has its place. Starting with a band of four or six threads and step reducing it with a minus one system.

Since a plus one wrap is always used with a box, planning is essential. Too large a box can take forever to fill as well as being disproportionate to the blank diameter. Determining the size of these and other patterns, creates problems. How large should the box be? How much space should be between the box and the center thread? These questions can't be answered without knowing how much space multiple strands of thread take up. An outside box is only the beginning of the outer border. It grows as the pattern size increases. Since each inner thread will have a counterpart on the outside, the entire design expands. Expecting to just wrap threads in the hope that all required strands will fit is foolhardy, especially on a plus one wrap, where the growth rate is even larger. Consider, a plus design on the fifth thread. This equates to $1+2+3+4+5$, or a total of 15 strands on each side. Double this figure to add in the other side and there's 30 threads. Add this to the fact that the last pass requires a band of 5 threads to be squeezed in. That's an extremely large pattern and a lot of precise work. Problems such as this are the reasons planning is mandatory. Layouts can be determined from past patterns of known size. If the blank diameters vary mathematical proportions can be figured and transposed to the present blank. It's somewhat complicated, but reasonably effective. But what about new designs? For this, it will be necessary to figure the entire size, including background, of the pattern. One method would be to work backwards and fit the thread count to a predetermined size. A piece of paper of the ap-



The Maltese Cross is formed by wrapping a box inward and outward simultaneously.

propriate size and shape, is cut and placed on the blank. Trim it until the proportions are proper and then carefully measure the size. Now calculate how many threads it can accommodate. This will require prior measurement of thread diameters. Figure this by spiraling, under normal tension, a few strands of thread. Using a ruler, measure and count the amount of threads to the 1/8 inch, millimeter, etc. Make a few counts of each size thread and log them for future reference. Now when a specific size is needed for a pattern the spacing and thread number can easily be determined.

With the techniques finished, let's start applying them. The first to try is the circle. Since there will be no square sides, the entire wrap will use plus one. The layout is a double-walled box with black (the background) forming the outer wall. The inside wall, touching the black, will form the circle and be red. The sequence is simply one black thread outward, red plus one inward. Repeat the order, adding a red thread on each pass, until the pattern closes in on itself. When finished, border or completely close the wrap. An oval shape will form if the layout were elongated rather than square. For those wishing to play cupid this Valentine's Day a few minor adjustments can also change it into a heart. Analyzing the heart shape we find the top has two inward curves, coming to a point and the bottom also tapers to a point. The top point is formed by a 5 thread diamond. It's the lower half of this diamond that becomes the top point. Now place a red box under the diamond, touching its lower half. The curved heart shape is formed by wrapping the red box inward plus one and the top of the diamond out. When sufficient size is attained, add a border on the bottom to form the point. Afterwards it may be highlighted to your preference.

The following patterns are all very similar in construction. The few subtle sequence changes in each create dramatically different designs. Probably best known as the Maltese Cross, different variations go by the AKA of St. John's Cross, Blue Max and various types of stars. The simultaneous wrapping order is maintained with only the sequences being changed. All, with the exception of the star, are a product of touching split diamonds, the split of which forms both the background and design.

The Maltese layout begins with a small center red diamond; 4 to 6 threads should suffice for anything but an ultra light blank. Place a double box around the diamond with black to the outside and red inside. The spacing between the box and the diamond can be as little as 4 thread widths. With this complete, the sequence is one red thread inward, one black out. Continue until the red touches the center diamond, then border or close the entire design. Changing the size of the gap, between the arms of the cross, is dependent upon the size of the center diamond. If a large space is desired increase the size of the center.

By now you should be able to figure out most of the variations that can be applied. The St. John's Cross is created with the help of a plus one wrapping on the black outside box. What's the result? I'll answer it after the next pattern which combines traits of both Johns and Maltese into making a star. Rather than a center diamond, only a center cross thread is used. This is surrounded by a one thread box of black. The sequence is to wrap the center outward, one thread at a time, and the black box outward plus one. Be certain to cover all four sizes of each on every pass. Repeat the process until the center touches the outside box. When you encounter any pattern using two separate outward wraps, cautious planning is obligatory. Trying to "catch up" with the outer wrap greatly enlarges the entire pattern. Do not place the outer box too far away. By the time it is caught the pattern can begin to curve around the side of the blank.

If the answer to the St. John's wrap has eluded you, here it is. A plus one wrap to the outside will result in concave outer edges. In fact, any color wrapped plus one will always impose on the space of the single wrapped thread. That is, on a split diamond, the plus one side will be larger and the belly toward that of the single wrapped thread.

So far we've only dealt with the single thread addition of plus one. It's up to you to experiment with other variations. Some of the possibilities would be to change the progression order such as 1, 22, 333, etc. Different combinations will lead to shorter or elongated extensions. If the blank diameter allows, an entire cycle of one to three and back to one, can be used. A final touch would be a precision change of colors during the wrap, allowing the outer extensions to be a different color than the body. This could cause the points of the star to shine if silver mylar were used for the outer few threads. Likewise, splitting the star will create new variations.

The main drawback of experimenting is that it can become expensive. Without restraint, every wrap can become a favorite and you'll make one of each for your personal arsenal.

Trying to decide on a single trademark is made easier if all the samples are placed on one sample stick. An old blank or outrigger is perfect for this. Each sample need be only three inches long, spaced about 2 inches apart. Since only one full design is warranted, there is no need for dual alignment. When the entire blank is covered, a side by side comparison makes deciding on a design easy.

Next week will be for the birds: Thunder Birds, that is. Along with the birds, the process of reversing a diamond will be explored.

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ELECTRONICS FOR 1987

by Al Ristori

In previous articles, we looked at LCD recorders and then at graph and video recorders. However, there's much more in the way of electronics which the modern fisherman requires. A VHF radio should be standard on any boat going offshore, and every serious angler needs a Loran C in order to pinpoint fishing locations even in poor visibility. Then there are many other electronics items which may be very important in particular situations.

Due to the great number of companies involved and the thousands of products they produce, it's impossible to even begin to "cover" this subject in limited space. Therefore, I'll focus on some of the new and unusual products which I've received information about, seen at the shows, or used.

King Marine: The parent of this marine elctronics firm has long been a leader in aircraft radios, so it's little wonder that their marine radios are hard to beat. VHF radios take a real beating on open boats and after my last unit on the Sheri-Berri (a Mako 25-4) gave up the ghost, I went to the King 7000. That slim and lightweight unit almost disappeared in my instrument box, but it's operated perfectly despite being exposed to more of the saltwater environment than it really should be. The 7000 VHf has 90 receive and 55 transmit channels plus a 30 channel built-in expansion as those frequencies are allocated. It scans up to 32 user selected channels, while channel 16 is available at the touch of a single pad. An optional accessory, the AMP 7000, is available as the power amplifier needed to use the 7000 as a stand alone hailer/fog horn. In addition, the AMP 7000 provides an input to amplify the alarm tone of the King LC 8001-01 Loran C receiver. The King 7200 VHF has similar features with a telephone-like handset for privacy and for better reception in high noise situations. The hand-held 7350 VHF provides access to all international, U.S. and Canadian marine channels as well as reception of 8 weather channels. The transmitter delivers a full 3 watts of power which is user selectable to 1 watt. An optional high power battery and charger increases the transmitter output power to 5 watts.

Though I haven't used the King AP-2000 Autopilot, I've heard very good things about it from those who have installed that unit on their boats. It may seem like overkill to put an autopilot on a small boat, but it makes operation of the boat a lot easier on long runs. The AP-2000 works with boats from 16 to 38 feet and easily installs on standard 3/4 inch diameter steering shafts, bolting to the mechanical or hydraulic helm behind the console. Manual override is possible with the AP-2000 engaged. An optional accessory, the IA-2000, is the interface adapter needed to couple the AP-2000 to King's 8001 Loran C which features a four line LCD display, full automatic operation and 99 waypoint memory.

Dytek: This Long Island company has long been the leader in quality water temperature gauges. Their latest hit unit is the Seawater Temp Tracker 2000. Not only does this unit provide accurate surface water temperature, but it interfaces with most Loran C units to provide a printout of position, water temperature and time. I fished Hudson Canyon last summer with Dytek execs Russ Kittel and Bill Rauft on Kittel's Good Lookin. When the first bigeye blast occurred, Rauft simply pressed the "knock down" button and we were able to return to the

Apelco LDR 9910 Radar.

exact position for more action after boating the first two bigeyes.

Ray Jefferson: This Philadelphia firm always has lots of new and improved products. The tri-screen L-990 Loran C features 99 waypoints and a larger than normal memory bank. The three window display shows present position in one and selected navigational aids in the others. Anchor watch and cross track error alarms are included in this compact (7¼ x 6¼ x 4½ inch) unit that lists for $1,195.95. Ray Jeff has improved a couple of their VHF radios. The 5000M is now smaller than the average printed page, but retains a front panel speaker. The 789 hand held has also been reworked and now provides all 78 U.S. and International marine radio channels plus four weather channels. Output power is switchable from one watt to more than three watts and there's an optional adaptor that permits its use with the boat's VHF antenna.

Si-Tex: The new EZ-97 Loran C is both small and inexpensive, yet it even comes with a 30 minute instructional video tape. Many higher priced features are included in this unit with a 60-position memory. Also new is the 790 Loran C with 99 waypoint memory, digital multi-line displays, ComPuNav course computer, etc. That unit also has a free video with it which explains all the functions. Si-Tex has added new radios, including the Compact 55 VHF with 49 transmit and 68 receive channels and nine weather channels. Features such as all-channel scan are included. Similar features are included in the 850 VHF at an economical price, while the new 880 VHF has Channel Scan Memory plus Priority Scan Channel; along with 54 transmit and 85 receive channels plus nine weather channels.

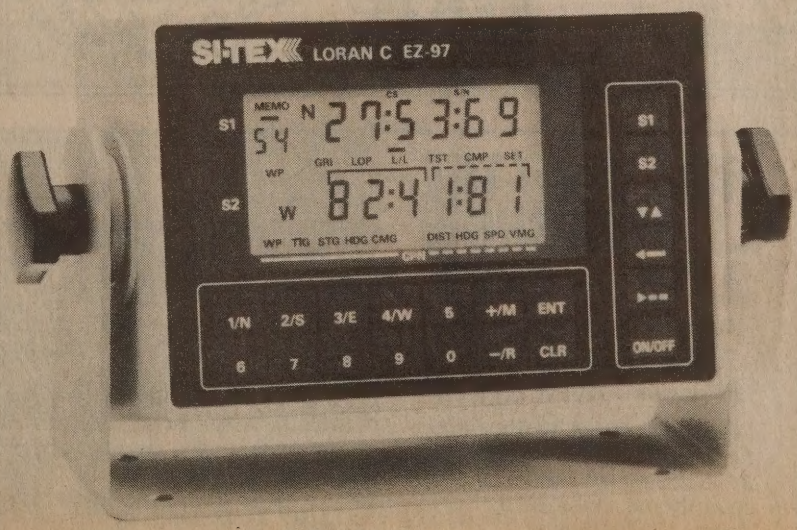
The Si-Tex radar selection has been expanded to include the new T-200 Colorscan daylight viewing model. Eight ranges go from 1/4 mile to 24 miles, and it's possible to stand back and pick out red targets on the 8 inch vertical screen. A Loran C receiver interface is standard. The Sea-Tex commercial division has come up with the unique Sonic Hull Tender System which replaces the chemical barrier of paint to keep hulls clean with an electronic, anti-fouling barrier of sound. The low frequency sound transmitted through the hull irritates the central nervous system of marine animals, like barnacles, creating a habitat that's undesirable to this type of organism.

Aqua Meter: This Roseland, NJ company is noted for its guaranteed no-spin compasses. However, their most unique new product is the CO-Scentry carbon monoxide detector. Carbon monoxide is an insidious killer that has no smell or taste, and is an inevitable component of gasoline engine exhaust. It's only recently that we've come to realize that many cases of "seasickness" in cabins may be the result of carbon monoxide.

(Continued on next page.)

King VHF 7200.

Ray Jeff L-990 Loran C.



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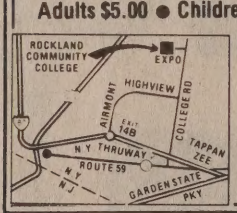

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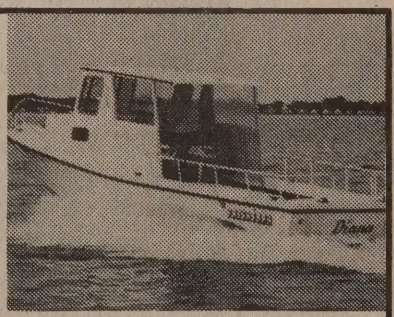

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Dangerous accumulations can result from running a generator at night with everyone asleep below—or even from fumes sucked in through an open hatch from your own stern or a boat alongside. The CO-Scentry is completely automatic and constantly monitors the level of CO exposure. The basic 450 unit provides an audible alarm and Health Hazard lights, while the 451 also has automatic intervention capabilities such as shutting down a generator, starting a fresh air blower or activating outside alarms.

Apelco: The LDR 9910 radar was previewed at the New York Boat Show, and represents a step up in technology over the LCR 9900 introduced a year ago. Apelco, a division of Raytheon, claims that these are the world's smallest radars and, therefore, ideal for small boat use. New in this liquid crystal display (LCD) unit are Electronic Bearing Line (EBL), Variable Range Marker (VRM) and Zone Intrusion Alarm. The EBL and VRM feaures makes it easy to measure bearing and range from own-boat to any target. Touch keypad conrols allow the operator to move these electronic markers within the boundaries of fixed bearing scales. Using the VRM, Zone Intrusion Alarms can be set for either 360 degrees (to completely surround the boat) or for a 180 degree forward sector. Six ranges are available from 1/4 to 8 nautical miles and a new offset feature increases the maximum forward range to 10 miles. It should be noted that small boats have no need for 24 mile ranges, since the minimal height above waterline provides a line-of-sight that doesn't even reach to the maximum of this unit. The LDR 9910 display is 3.6 by 4.3 inches and the unit measures 8"x6"x4" without the bracket. The PCB radome-enclosed antenna is 18 inches in diameter and weighs just 15.5 lbs. The list price is only $1,295 and Apelco provides a two year limited warranty with an extended flat-rate repair program.

Apelco is also expanding in Loran C. The new DXL 6100 provides constant memory for up to 100 waypoints, plus steering guidance and other navigational data on a 5-line LCD screen. The list is $1,195 and it also comes with the two year limited warranty. A step up is the DXL 6600 Loran-See Navigator-Plotter. This unit has all the features of the 100 waypoint Loran C receiver plus a new kind of graphic LCD plotter. By selecting the plot function, you can call up an LCD chart of the area and use this to "see" and navigate in a new way. The LCD chart will graphically illustrate the outline of the coastline, landmarks and navigational aids. Your own boat appears as a blinking symbol. Using a cursor, you can place markers on the screen to designate waypoints (up to 5 at once), event marks or other chart marks. A dotted trail automatically appears to indicate where you've been. The list price for the Loran-See is just $1,395.

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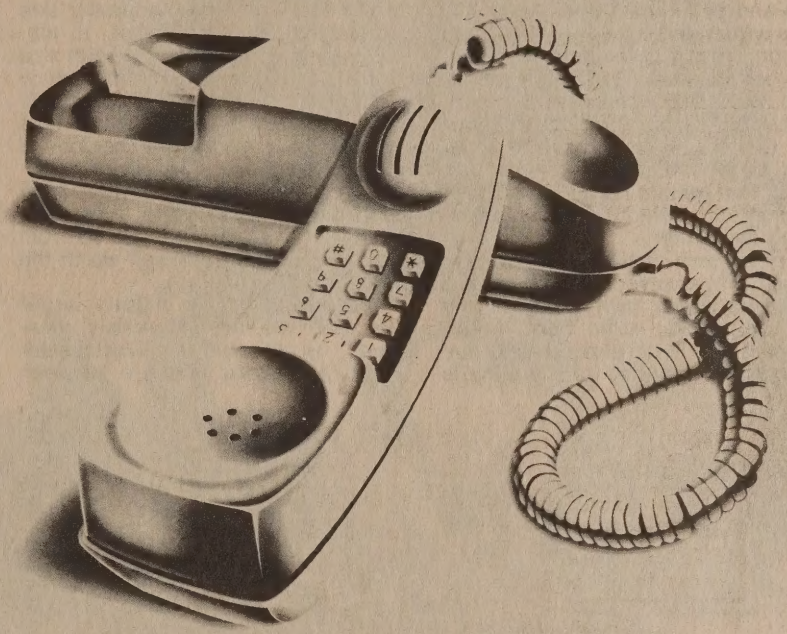

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OFFSHOOT ICEHOLES

by Dick Mermon

Long Island's winter weather deviates so drastically from one day to the next, that ice fishing on our small bodies of water is almost impossible unless there is an extended hard freeze. However, a mere one hour drive north of Long Island are two counties which sustain some choice lakes and ponds that freeze up early in the winter and remain in that state through March, providing no early thaw occurs. Most ice fishing talk in these two counties concerns the more popular big lakes, or one of the New York City Reservoirs. It is the small lakes and ponds, both private and public, that remain hidden from most anglers and which produce best during the winter.

The northern sector of Westchester County offers several of these unadvertised winter fishing spots. One is a vest pocket sized pond called Osceola Lake, that freezes quickly due to its shallow nature. Its shoreline is usually covered with weeds and they, in turn, sustain a great number of fair size bluegills and yellow perch. The lake is located on the north side of Route 6, in the town of Jefferson Valley, about a mile east of the Taconic State Parkway.

A little more difficult to find and further east is another half-dollar size pond called Lake Lincolndale. It, too, maintains a good supply of palm size sunfish, bluegills and small yellow perch. Its location is west of Lovell Street, north of Route 202. The best means to gain entrance to the pond is from Lake Shore Drive, which encircles it. Anglers must find the small wooded sections to leave their cars. Asking for permission to do so from one of the residents is well worth the effort.

Lake Kitchawan, a slightly larger lake than the two previously mentioned, is situated in Westchester County's eastern section between Route 124 and Kitchawan Road. A narrow road parallels the lake's east shore where an angler should be able to find parking for a day's outing. Bluegills, yellow perch and crappies are abundant with some largemouth bass and pickerel, but for the most part, panfish dominate.

Mohegan Lake, located just outside the town of Mohegan Lake, is one of Westchester County's better known panfish lakes. Compared to the other lakes mentioned, its size is about three times in water acreage, but in a more elongated form. To reach the lake, take Lexington Ave. south off Route 6 to Croton Ave., which dead ends at the lake. Parking facilities for the purpose of ice fishing are limited and after ice-out, or prior to the freeze, the area is well patroled and trespassing is frowned upon. However, during the winter period, local residents who remain year-round sort of look the other way, providing van-

Ted Allison racks up a fine score of bluegills and white and yellow perch on Mohegan Lake.

dalism and littering do not rear their ugly heads.

The lake is predominantly a white perch species body of water, along with some oversized crappies. Also available are pickerel, bass, yellow perch, bluegills and catfish. The deepest area of the lake is located directly out from the resident beach and dock. Quite often this 12 foot depth produces the best catches of hand size bluegills and white perch over a pound. Slightly left of this extended dock is an island which I have found to be a favorite section around dusk for crappies as well as white perch.

In Putnam County, the lakes become slightly larger and quite a bit deeper. Kirk Lake is one of those bodies of water and is located above the village of Mahopac Falls, directly off Hill Street. The lake is almost totally surrounded by private homes, but there are two access sections for an ice fisherman to enter. One of these locations is at the bottom of Hill Street, where a small bridge (called Waterloo Bridge) crosses over the outlet stream. The other, is found at the lake's north end, near the beach.

Kirk Lake also supports a vast population of panfish, but the major species are yellow and white perch and bluegills. There are some pickerel and largemouth bass in it also. The favored location for ice fishing on the lake is the outflow area as it widens int the open span and the point where the rocks protrude from the surface.

East of Kirk Lake, is a much larger body of water, man-made years ago from a stone quarry called Lake Mahopac. The lake itself can be seen from Route 6 in the town of Mahopac, but access to the ice itself is from Lake Blvd., a secondary road off the main highway. Lake Blvd., encircles the entire lake shore and most of the area is residential. Still, the best fishing can be reached easily. Across from a group of stores on Lake Blvd., is a peninsula of land jutting out into the lake and although it is private, ice fishermen are permitted to park here in the winter.

The last few years, Mahopac has become an overgrown pasture of aquatic weeds along its shoreline and has developed into a very popular ice fishing location for those anglers in the know. These weedy sections contain some excellent bluegill and crappie fishing, especially at dusk and daybreak. In fact, most of the anglers arrive just before dusk and employ lighted lanterns to fish the crappies which go on a feeding spree below the ice at that time. The light attracts small baitfish and the calico bass dine upon the mustering bait.

Tip-ups are still a favorite method which many ice fishermen employ on these lakes and ponds, but I have found the slender, jigging stick more productive. A rod of this type will telegraph any telltale bite, no matter how slight. Also, this action is designed to handle various styled ice lures and weights. One of the most productive rigs is merely three tiny silver "tear-drop" lures tied directly onto four pound test monofilament line, about 12 inches apart, with the bottom jig slightly heavier than the other two. The lower lure acts as a sinker as well as a fish catcher.

Jim Seaboldt scores with a chunky white perch.

Strange as it may seem, it becomes vitally important to place a bait-tipped lure into the proper depth when fishing through a hole in the ice. While in a frozen state, a lake changes in light density as often as the winter days change and panfish descend accordingly with light penetration. During bright sunny days, the fish are usually found closer to the bottom, or in deeper water, whereas during overcast periods, they tend to move upwards, nearer the surface. Then, a baited jig must be in the strike zone, for it is a rarity that the offering will be accepted below.

When fishing these lakes and ponds of Westchester and Putnam Counties, most anglers, including myself, employ a funny looking maggot called a "mousie grub." One or two of these mouse-tail grubs placed on a mini-size chrome, or other brightly hued lure is sufficient to entice the largest panfish.

There are two sporting goods within the vicinity of these lakes which supply mousie grubs and other baits, along with local fishing information, ice conditions, weather, lures, lake locations and whatever else is required to satisfy a winter angler. In Westchester County, the Mohegan Sportsman is located about 1/2 mile east of the village, on Route 6 and just south of the lake itself. Either Charlie Miller or Jim Seaboldt are available most of the time to assist you. When in Putnam County, the Tom Kat Sporting Goods, also on Rt. 6, is but a few short blocks from Lake Mahopac, in the town of Mahopac and they, too, can furnish your needs.

Searching out winter fishing locations is no different than any other seasonal activity. All it takes is a bit of time to explore an area. These offshoot ice holes are slightly over an hour's drive from Long Island and seldom do they draw a crowd on any day of the week. Most fishermen, and not only ice fishermen, feel a lake is unapproachable when houses surround it. But, to repeat an old cliche, "nothing ventured, nothing gained."

A CUSTOM SAND SPIKE

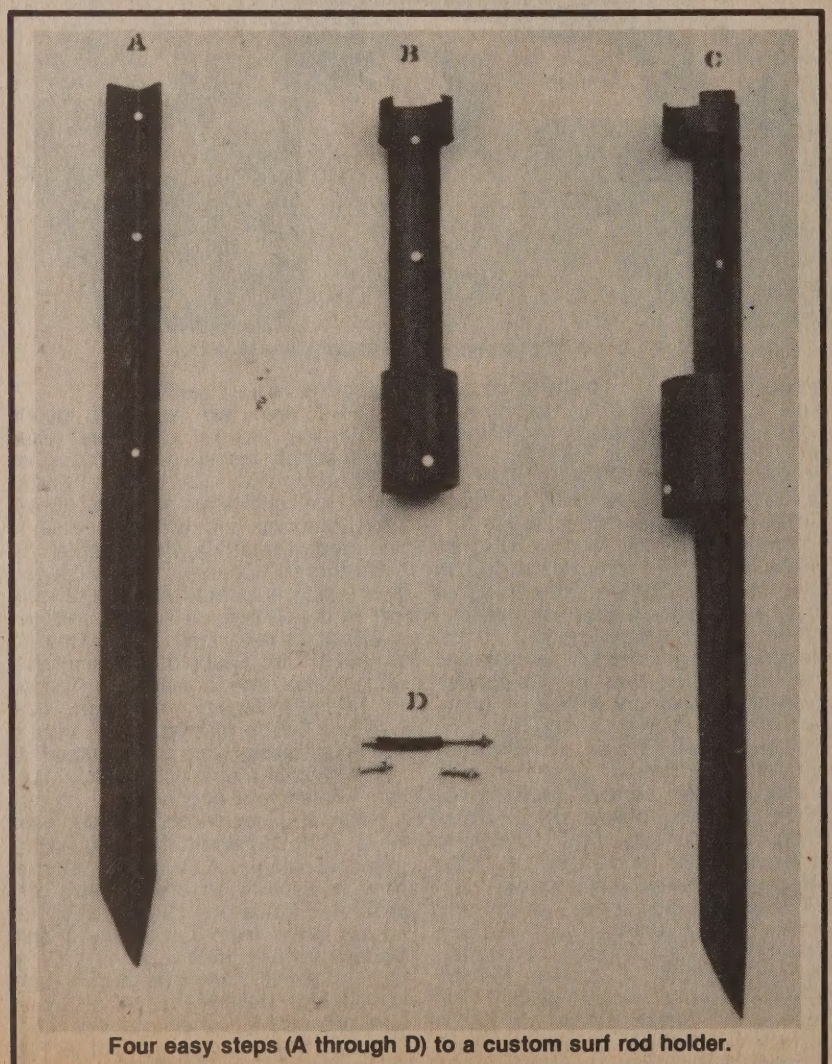
by C. A. Johansen

Anyone fishing the beaches for any period of time will have a need to place his rod in some kind of holder. The basic rod holder is a simple device and serves as a relief from holding the rod in one's hand. The manufactured holders sold in tackle shops are suitable for the average person, but prove to be inadequate fo the active fisherman who fishes at various types of beaches. The rod holder he uses can be the difference between catching a striking fish or losing his rod in the surf to a fighting fish.

Some 20 years ago, Robert Small, a fishing buddy of mine and I developed what we consider the ideal rod holder. Over the years we have encountered fishermen who wanted to buy them from us. However, we had only built them for ourselves and our families. Now I would like to share this rod holder with my fellow fishermen, who might like to construct one similar to ours.

To make a complete rod holder you will need:

1¼''x1¼''x3/16x27'' aluminum angle
2''x3/16x13'' PVC
one Teflon sleeve, 2'' long
one 4'' long 8/32 pan head bolt
three 8/32 nuts and lock washers
Electric drill with 3/16 drill bit
Saber saw-blade, medium finish, cuts metal/plastic 1/2'' - 2'' 14 teeth/inch (blades will need to be broken approx. 1½'' from end if blade used is a standard 3½'' long blade
one half round bastard file



Four easy steps (A through D) to a custom surf rod holder.

We use aluminum angle, as this is light, yet strong. We wanted something that would stay in sugar sand or could be worked into hard packed clam beds rather easily. The overall length is 27 inches, but that can be varied to suit personal preference. The next piece (or holding part) was originally made from aluminum pipe; we now use PVC pipe because it is less expensive and will hold up just as well. The design of the holding part is very important. You will note we cut the PVC pipe to eliminate more weight, making a more functional rod holder. We make the cutouts on the PVC pipe by placing the pipe onto the angle and marking the pipe lengthwise where the two meet. Next, mark the pipe 3½'' from the bottom and 1½'' from the top. Now cut out this section (approximately 8''). There is now a 3½'' ring on the bottom end to hold the butt of the rod and a 1½'' ring on top which is cut in the center, heated slightly and turned out to accept the rod itself. At this point, the rod blank you are using should be measured to make sure it is wide enough to pass through without hitting the sides. This is generally 1½'' for rods that have no cork on the butt end. This opening will need to be larger for cork wrapped rods.

The angle and PVC pipe are joined together with stainless hardware. Drill 3 holes through the PVC pipe and through the center of ''V'' in angle (not through sides). A 1½'' bolt is placed through the top hole and middle hole. The 2'' tubular sleeve is inserted between the walls of the bottom part of the PVC pipe with the 4'' bolt through it. Place a lock washer and nut on the bolt and turn the nut into the lock washer. Cut off excess flush with the nut and file rough edges. This will protect the butt end of the rod. Using the round side of the file, file the inside top edge of the holding part attached to the angle to bevel the edge. The completed rod holder can be painted as desired to make it readily seen at night.

The rod holders on the market which are made entirely of a tubular material are hard to pull out of sand when you try to set a striking fish and are very hard to secure in hard clam beds. In most cases it is necessary to remove the rod from the holder before setting a hook on a striking fish, thus losing an opportunity to hook a fish. Just the opposite is true of the rod holders my friend and I developed the construction of these holders will also give you a good solid 20 years of service.

I hope this will satisfy those do-it-yourself people who find an extra joy in making something to help them catch more fish.

THE FISHERMAN QUIZ

(1) **FISH** OF THE DRUM FAMILY ARE SO-CALLED BECAUSE OF THE GRUNTING OR THUMPING SOUNDS THEY MAKE.

TRUE ☐
FALSE ☐

(2) **SNOOK** RARELY FEED OR HIT LURES AFTER DARK.

TRUE ☐
FALSE ☐

BY FRED GUARDINEER

ANSWERS AT THE BOTTOM OF THE PAGE.

(3) **THE PLAIN FISHOOK** HAS EVOLVED TO CONFORM TO SPECIFIC FISHING SITUATIONS... EACH OF THESE HOOKS HAS A PARTICULAR NAME... CAN YOU IDENTIFY THEM ?

A B C D E F G

(4) **THE BLACKJACK** (3 FT. & 15 LBS.) FOUND WORLDWIDE IN TROPICAL WATERS AT DEPTHS OF 300 FT. ARE A HIGHLY PRIZED FOOD FISH.

TRUE ☐
FALSE ☐

(5) **"WAPITI"** IS ANOTHER NAME FOR THE AMERICAN ELK.

TRUE ☐
FALSE ☐

(6) **HOW** DID THE TERM LOGGERHEAD TURTLE DERIVE ITS NAME, A READER ASKS ? DOES IT RESEMBLE A LOG OR THE WOODEN SAMPAN POST USED TO SECURE A LINE TO... CALLED A LOGGERHEAD ?

HAS BEEN KNOWN TO ATTACK BOATS WHEN ANNOYED...

...GROWS TO 600 LBS!

1 - TRUE . 2 - FALSE . 3 - (A) TREBLE (B) JIG (C) BAIT (D) WORM (E) DOUBLE (F) WEEDLESS (G) SALMON EGG. 4 - FALSE. ITS MEAT CAN BE TOXIC. 5 - TRUE. 6 - THE TERM LOGGERHEAD FOR THE TURTLE REFERS TO THE SIZE OF ITS HEAD. A NUMBER OF ANIMALS WITH LARGE HEADS ARE OFTEN CALLED *LOGGERHEADS*, DERIVED FROM "*LARGER HEAD*" ACCORDING TO THE OXFORD ENGLISH DICTIONARY.

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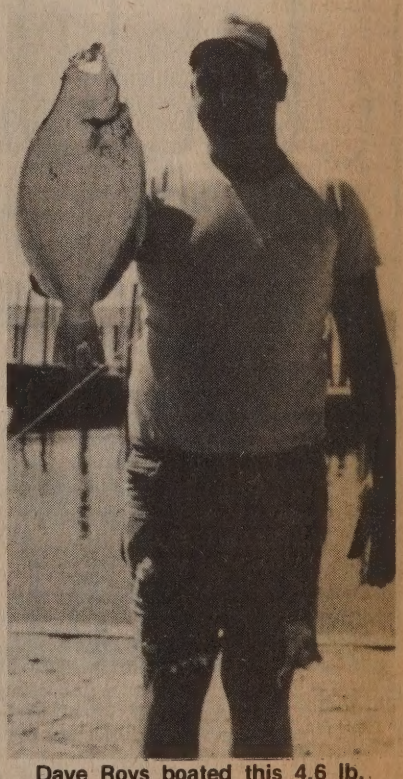
East End REPORT

with Mrs. Lorry Mangan

MONTAUK

Party boat sailings for cod have been very restricted so far this winter due to the Vikikng Fleet being tied up. However, they will be resuming sailing shortly and be sure to see their ad starting in next week's issue.

We received a call from Captain Michael Potts of the **Blue Fin I** and **IV**. Michael asked us to let you know that he is getting his boats ready and they will be in the water in a couple of day. New turbo power has been installed to really make these charter boats boogie and he will begin sailing spring cod charters April 1st. Mike did know from some of his acquaintances on the commercial cod boats that have been longlining cod that they've been having anywhere from fair to good catches. Despite the fact that this is an entirely different kind of fishing, having nothing to do with regular hook and line codfishing it is a good indication that there are fish around.



Dave Roys boated this 4.6 lb. fluke while fishing out of Silly Lily Fishing Station in East Moriches last summer.

High Tide Tables

How to use tide tables: To compute the high tide for the area you wish to fish, simply find the closest area on the conversion table. Add or subtract the hours and minutes as indicated from that area station above. Example: Shinnecock Inlet . . . −0 50 is listed under "On SANDY HOOK." −0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK AM	SANDY HOOK PM	BREAKWATER HARBOR AM	BREAKWATER HARBOR PM	NEW YORK AM	NEW YORK PM	NEW LONDON AM	NEW LONDON PM	WILLETS POINT AM	WILLETS POINT PM	BRIDGEPORT AM	BRIDGEPORT PM	NEWPORT AM	NEWPORT PM	DATE
THURS.	11:15	11:50	—	12:05	11:40	—	12:35	12:55	2:10	2:40	2:15	2:45	11:25	11:55	2/19
FRI.	—	12:05	12:35	12:55	12:15	12:30	1:25	1:55	3:00	3:35	3:05	3:40	—	12:20	2/20
SAT.	12:50	1:10	1:35	1:55	1:10	1:35	2:25	3:00	3:55	4:35	4:05	4:45	12:55	1:25	2/21
SUN.	1:55	2:25	2:40	3:05	2:20	2:55	3:30	4:15	5:00	5:50	5:15	5:55	2:05	2:35	2/22
MON.	3:05	3:45	3:50	4:25	3:35	4:20	4:35	5:20	6:10	7:25	6:25	7:10	3:10	3:40	2/23
TUES.	4:20	4:55	5:05	5:35	4:50	5:30	5:45	6:25	7:45	8:50	7:35	8:15	4:15	4:45	2/24
WED.	5:25	5:55	6:10	6:35	6:00	6:30	6:45	7:20	9:05	9:45	8:40	9:15	5:15	5:40	2/25
THURS.	6:15	6:45	7:05	7:30	6:50	7:20	7:40	8:10	10:05	10:40	9:35	10:05	6:05	6:30	2/26

On Sandy Hook

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	−0 01
Red Bank, Navesink River	+1 48
Long Branch	−0 34
SHARK RIVER INLET	−0 18
Shark River Basin	+0 27
MANASQUAN INLET	−0 12
Seaside Park	−0 33
Mantöloking bridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	−0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	−0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	−0 26
Great Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 44
CORSON INLET	+0 09
TOWNSENDS INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	−0 02
Rehobeth Beach	−0 07
INDIAN RIVER INLET	+0 41
SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Hart's Cove	+1 30
Pontunk Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Democrat Point	−0 38
Coast Guard Station	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville (Brown Creek)	+3 39
Heckscher State Park	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	0 00
Beach Channel Bridge	+0 38
J.F.K. Airport	+0 26

On Bridgeport

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	+0 08
Cranes Neck Point	+0 05
Port Jefferson Hbr. entrance	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	+0 05
Herod Point	−0 07
Mattituck Inlet	+0 05
Horton Point	−0 20
Truman Beach	−0 42
Falkner Island	−0 13
Sachem Head	−0 10
Branford Harbor	−0 07
New Haven Harbor entrance	−0 08
Milford Harbor	−0 07
Stratford, Housatonic River	+0 27
Shelton, Housatonic River	+1 36
Black Rock Harbor entrance	−0 03
Saugatuck River entrance	−0 01
South Norwalk	+0 10
Greens Ledge	−0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On New London

Orient	+0 36
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Three Mi. Hbr., Gardiners Bay	+0 21
Promised Land, Napeague Bay	−0 14
Montauk Inlet	−0 25
Montauk Point, north side	−1 13
Niantic	+1 20
Stonington, Fishers Is. Sound	−0 33
Noank, Mystic River ent.	−0 23
THAMES RIVER	
Smith Cove entrance	−0 01
Norwich	+0 12
CONNECTICUT RIVER	
Saybrook Jetty	+1 10
Lyme, highway bridge	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On Willets Point

Little Neck Bay	−0 10
Execution Light	0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28
Port Chester	−0 09
Mamaroneck	−0 08
New Rochelle	−0 24
Davids Island	−0 02

On Breakwater Harbor

CAPE MAY POINT	−0 10
Miami Beach	+0 17
East Pt., Maurice River Cove	+0 53
Egg Island Point	+0 33
Cape Henlopen	−0 05
ROOSEVELT INLET	+0 09
Mispillion River entrance	+0 33

On New York

Jersey City	+0 07
George Washington Bridge	+0 46
Spuyten Duyvil, W/RR bridge	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburgh	+3 42

On Newport

Sakonnet	−1 10
Tiverton (between bridges)	+0 21
Beavertail Point	−0 02
Prudence Is., Sandy Point	+1 10
Bristol	+1 10
Warren	+0 21
Nayatt Point	+0 12
Pawtucket, Seekonk River	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	−0 08
Point Judith Hbr. of Refuge	−0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Block Island (Old Harbor)	−0 14
Watch Hill Point	+0 44

Sunrise/Sunset

DAY / DATE:	RISE:	SET:
THU. 2/19	6:48	5:38
FRI. 2/20	6:49	5:39
SAT. 2/21	6:47	5:40
SUN. 2/22	6:46	5:42
MON. 2/23	6:45	5:43
TUE. 2/24	6:44	5:44
WED. 2/25	6:43	5:45

Moonrise/Moonset

DAY / DATE:	RISE:	SET:
THU. 2/19	—	9:20AM
FRI. 2/20	12:05AM	9:50AM
SAT. 2/21	1:15AM	10:25AM
SUN. 2/22	2:30AM	11:15PM
MON. 2/23	3:35AM	12:15AM
TUE. 2/24	4:35AM	1:25PM
WED. 2/25	5:25AM	2:45PM

Moon Phases

NEW	1st Qtr.	FULL	Last Qtr.
2/28	3/7	3/15	2/21

The Original Knight SOLUNAR TABLES

The schedule of solunar periods below will help plan your day so that you will be fishing good areas during the time when the fish should be most active. The tables are not a guarantee you will catch fish, however.

The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold typeface. The minor periods are shorter in duration and the lighter typeface.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	9:05	**2:55**	9:35	**3:20**
Fri.	10:00	**3:50**	10:30	**4:15**
Sat.	10:55	**4:45**	11:30	**5:15**
Sun.	11:50	**5:40**	—	**6:10**
Mon.	12:25	**6:35**	12:45	**7:10**
Tues.	1:25	**7:35**	1:45	**8:10**
Wed.	2:25	**8:35**	2:45	**9:05**
Thurs.	3:20	**9:30**	3:40	**10:00**

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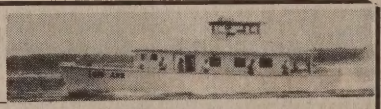

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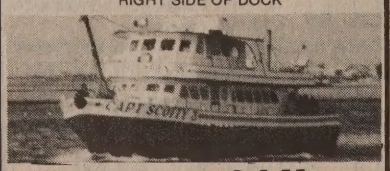

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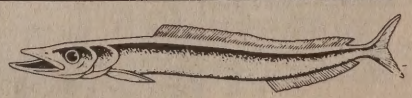

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South Shore REPORT

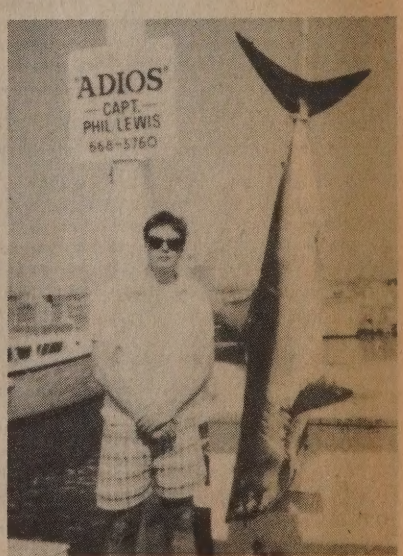
with Fred Golofaro

A call was received from Captain George Tweedy of the **Capt. Scotty 3** regarding this week's codfishing action out of Captree. The skipper noted that fares had 20 some odd cod on Wednesday running from rats to fish in the 20s. Thursday customers had roughly 30 cod. Fish seemed to be in two size categories: 2 to 4 lbers. or 25 to 30 lbers. On Thursday, the whales put on a super show for the customers at no extra charge. Saturday's score was roughly 50 cod said George along with 12 pollock while Sunday's trip yielded 11 mostly small cod. All action has been on wrecks with nothing caught on open bottom so far and just a few dogfish. The boat derby is now over $850.

West End REPORT

with Stu Miller

Naturally cod has been the only game in town with catches classified as only fair. Strong winds and frigid temps kept a lot of anglers away, but those who could stay at the rail were



This 230 lb. mako was caught at Montauk aboard the "Adios" by Mark Paternoster.

LIF subscribers John Nicolella and John Regan with some of the dozen big blues they boated near the Marine Parkway Bridge last fall. The choppers ranged to 18 lbs.

usually rewarded with some great eating cod.

WEST END BAYS/ JONES INLET

Aboard the **Starstream II** out of Freeport, they only sailed Wednesday and Saturday. Wednesday's catch was fair with fish from rats to 22 pounds. On Saturday fish ran from little guys to a pool winning 25 pounder with a total of 35 cod for 12 men. Action has been all on wrecks.

Sailing from Point Lookout, the **Captain Al** sailed several days this past week also finding no dogfish and also working the area's wrecks. Wednesday was the highlight of the week with 6 fares hoisting 30 cod up to 25 lbs. The other trips sailed were on the slow side with most fish smallish.

NEW YORK BIGHT

From **Mike's Bait and Tackle** in Sheepshead Bay directly across from the fleet comes word of good action on whiting and ling this past week at Ambrose and Scotland for the head boats making the trips. Blackfishing, it is noted, has slowed considerably.

NEW 220 HP LASER XRi, THREE MID-RANGE MODELS TOP MERCURY LINE

The first production outboard motor with electronic fuel injection (EFI), the 220 hp Laser XRi and a completely new family of three cylinder outboards rated at 70, 80 and 90 hp highlight the Mercury Outboard line for 1987. Mercury is also offering oil injection for engines as small as 6 hp.

The XRi is a 142 cubic inch displacement V-6 which offers consumers both oil injection and a proven EFI system developed initially in Mercury high performance racing applications, according to Bob DuCoty, Product Director.

At the heart of the system is an electronic control unit which precisely delivers fuel to the engine based on input from sensors monitoring these functions:

Engine speed (RPM); throttle position (engine load); knock caused by low grade fuel; manifold absolute pressure, which provides the correct fuel injection as dictated by changes in altitude and barometric pressure; manifold air temperature; and engine temperature.

Because the system corrects for engine temperature conditions, no choke is necessary. The engine starts simply by turning the key except after prolonged storage or servicing of the fuel system, when priming may be required.

Sophisticated electronic controls sense the presence of poor quality fuel and protect against detonation by altering engine operating characteristics; the same controls also maximize power and economy. Engine knock is monitored by means of a piezo electric sensor that is tuned for the frequency of possible detonation on the XRi; it's mounted on a head bolt on the port side cylinder head. This transducer reads engine performance and is connected to the ignition module and electronic control unit.

EFI systems such as those commonly found in automobiles require a second fuel line to return excess fuel to the gas tank. This is necessary because the fuel pump delivers more fuel than the maximum requirement of the engine so pressure in the fuel circulation system can be maintained under all operating conditions. The return line is necessary in automotive use because cool fuel must be delivered at all times; it also prevents formation of vapor bubbles.

Mercury engineers have eliminated the second line by employing a uni-

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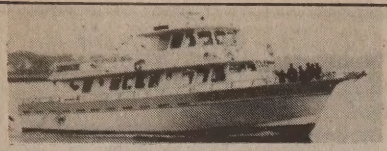

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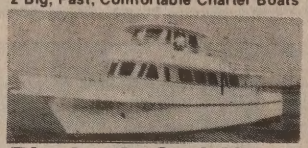

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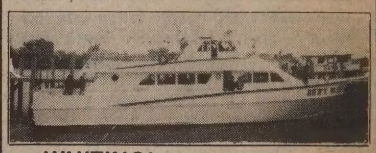

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que vapor separator. The device, for which a patent is pending, effectively recycles vapors into the induction manifold of the engine, so only liquid fuel is provided to the fuel pump.

The XRi has a water separating fuel filter which prevents particles larger than 40 microns from entering the fuel pump. (40 microns is about half the thickness of a sheet of paper.) The filter's main function is to protect the fuel injectors and high pressure fuel pump from the abrasive and corrosive effects of water. If water is present in the filter, the boat operator is alerted by a warning horn in the single lever control box (this horn also sounds if "low oil" or "overheat" conditions exist). A second filter (27 microns) located near the injectors further cleans the gasoline supply.

Typically, outboard cylinder heads are die cast. The XRi head is manufactured by a new "lost foam" technique. In addition to providing a casting of superior quality, this high technology process produces a stiffer cylinder head, which in turn results in much longer life for the head gasket.

The engine comes equipped with an electric high pressure fuel pump mounted on the engine.

An electronic spark control module provides an advance of spark timing at idle. If an operator shifts too fast and the engine falls below 500 RPM, it gives an automatic eight degrees of spark advance to keep the engine running.

The Laser XRi offers variable ratio oil injection: 100 to 1 ratio at idle, 50 to 1 at wide open throttle. The system is gear driven from the crankshaft.

Mercury is also introducing new three cylinder 70, 80 and 90 hp models. They offer loop charged induction and a gear reduction ratio of 2.3 to 1. The engines develop their rated horsepower at the propeller at a relatively low RPM range, thereby improving durability and providing quiet operation at all speeds.

The three new models feature variable ratio oil injection: 100 to 1 at idle and 50 to 1 at wide open throttle. The system in gear driven from the crankshaft and delivers oil not only relative to crank speed, but also relative to throttle position. Mercury engineers chose to introduce the oil at one point, into the fuel stream at the fuel pump, rather than at several injection points in order to minimize dependence on multiple check valves. "We have a single, large, dependable check valve," said DuCoty, "rather than small, delicate check valves at each of several injection points."

The integral oil tank, which is completely mounted on rubber, holds about a gallon of oil, sufficient for about six hours of running at wide open throttle. A low level sensor activates a horn in the remote control when 15 percent of the oil remains in the tank. (This is enough for about 45 minutes of running.)

A unique feature of the oil injection

system is a sight gauge mounted in the starboard side of the cowl; it quickly and reliably permits the operator to tell at a glance how much oil remains in the reservoir.

Quiet operation, fuel economy, reliability and durability were the primary design parameters for the 70, 80, 90 series. When compared to the 75 hp model which preceded it, the new engine series is about 35 percent quieter on a passing boat and about 30 percent quieter inside the boat when operating at full throttle.

Fuel economy of the new engines is also better than the old 75; the new 70 uses about one gallon less of fuel per hour than the older model. In addition, the new model has main bearings that are 50 percent stronger than in the old 75 hp engine for improved durability.

The new engines also feature a new and unique induction system which assures less smoke at idle. It utilizes a petal arrangement reed block rather than a vee configuration reed block. It's designed to break up the incoming fuel charge at idle and to vaporize it so that more fuel gets to the combustion chambers; therefore, there is less residual fuel in the engine and less smoke.

A bigger anti-ventilation plate which runs about an inch deeper in the water provides more holding capability while turning and reduces ventilation in sharp turns. DuCoty said this feature should be a big advantage to water skiers.

Substantial changes have been made to the balance of the Mercury Outboard line. In response to a trend to bigger walleye boats, Mercury will offer an optional tiller handle for electric start, 3-cylinder 50 and 60 hp outboards.

Oil injection is now accessible to owners of Mercury outboards as small as 6 hp. An AutoBlend II unit is being introduced as an accessory for the small outboards and for the Merc 35 and Merc 45 manual start models. The oil injection unit is similar to the AutoBlend unit used on the larger engines, but has a half pint reserve, rather than a full pint (at the point when the "low oil" signal sounds). No wiring is required as a self-contained 9 volt battery supplies energy to the warning horn and associated electrical parts. The warning horn will also sound if the oil filter is clogged or the shuttle should stick, causing oil flow to stop. The battery is stored inside a waterproof battery box. A test button is provided for checking the battery power level.

For 1987, all Mercury engines from 35 through 220 hp with power trim will have the power trim system mounted integrally in the transom mounting bracket, easing installation and making more room in the boat.

New fuel pumps have been designed for the Merc 6 through Merc 25 and for the Merc 35 through Merc 115. They increase output and make the engine less susceptible to vapor lock problems. (In the move to replace lead

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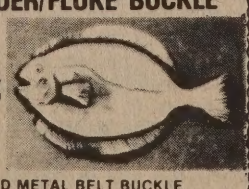
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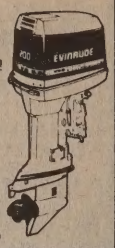

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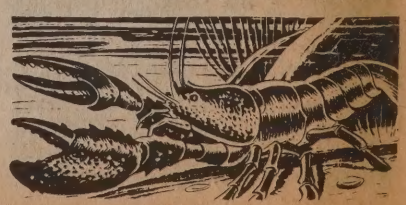
in fuels many refiners use such additives as benzene, which raises reed vapor pressure and leads to more vapor lock problems.)

All electric start models from the 35 hp up have overheat warning protection as a standard feature. A constant horn signal in the remote control warns the operator when cylinder head operating temperature exceeds a safe limit. The warning gives the operator time to shut down the engine before major damage can occur.

New features have been added to Mercury's oil injection system for 1987. The "low oil" signal horn has been moved from the remote Auto-Blend tank to the remote control box so that its sound will be more audible to the boat operator. If the oil drops below the 1 pint reserve level, the horn will sound a beeping signal. The horn continues to sound until oil has been added to the reservoir or the engine is shut off. It has a self-test feature; when the key is turned on the horn will beep once if the wire harness is properly connected to the AutoBlend unit.

The fuel filter has been doubled in capacity to extend its service life. A second oil filter has been added in the fill neck area to facilitate easy removal for cleaning. This year, an accessory 1.8 gallon oil reservoir is available for AutoBlend installations requiring more oil capacity.

Mercury's 1987 line ranges from 2.2 hp to the 220 hp Laser XRi.



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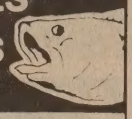
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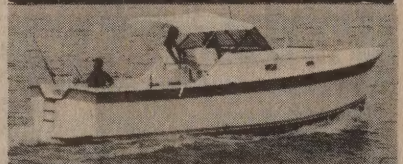

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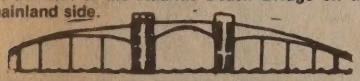

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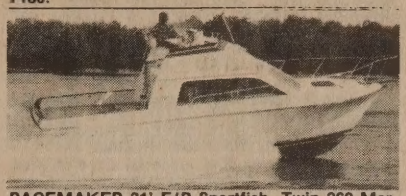

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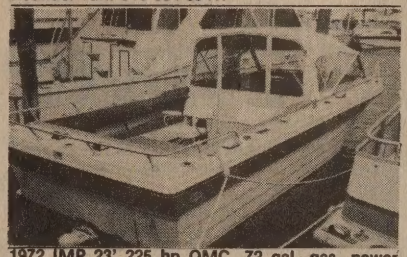

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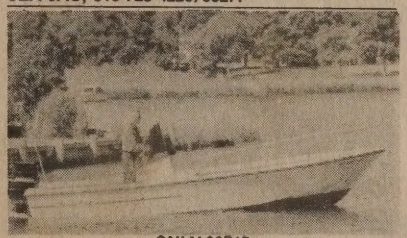

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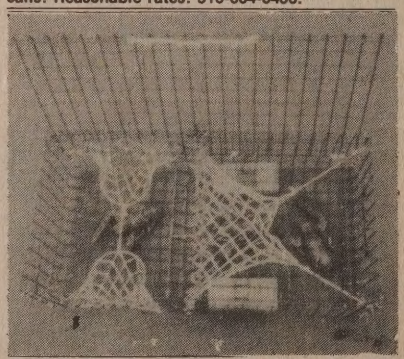

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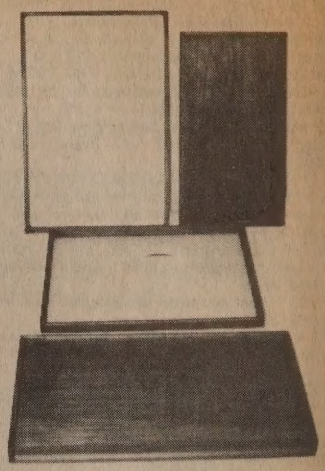

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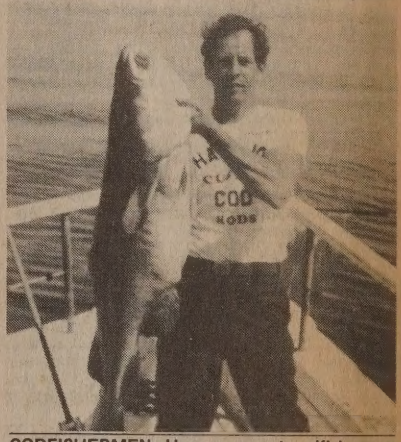

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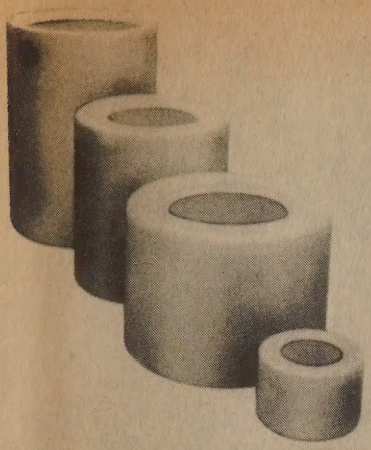

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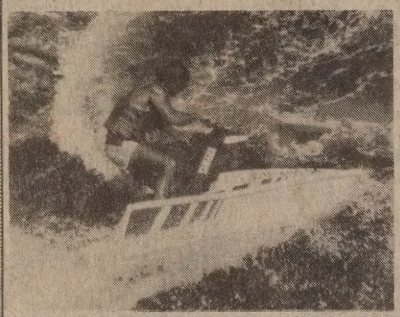

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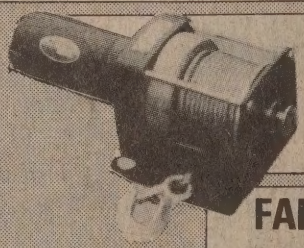

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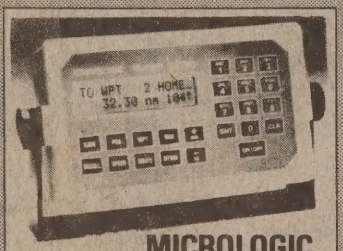

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